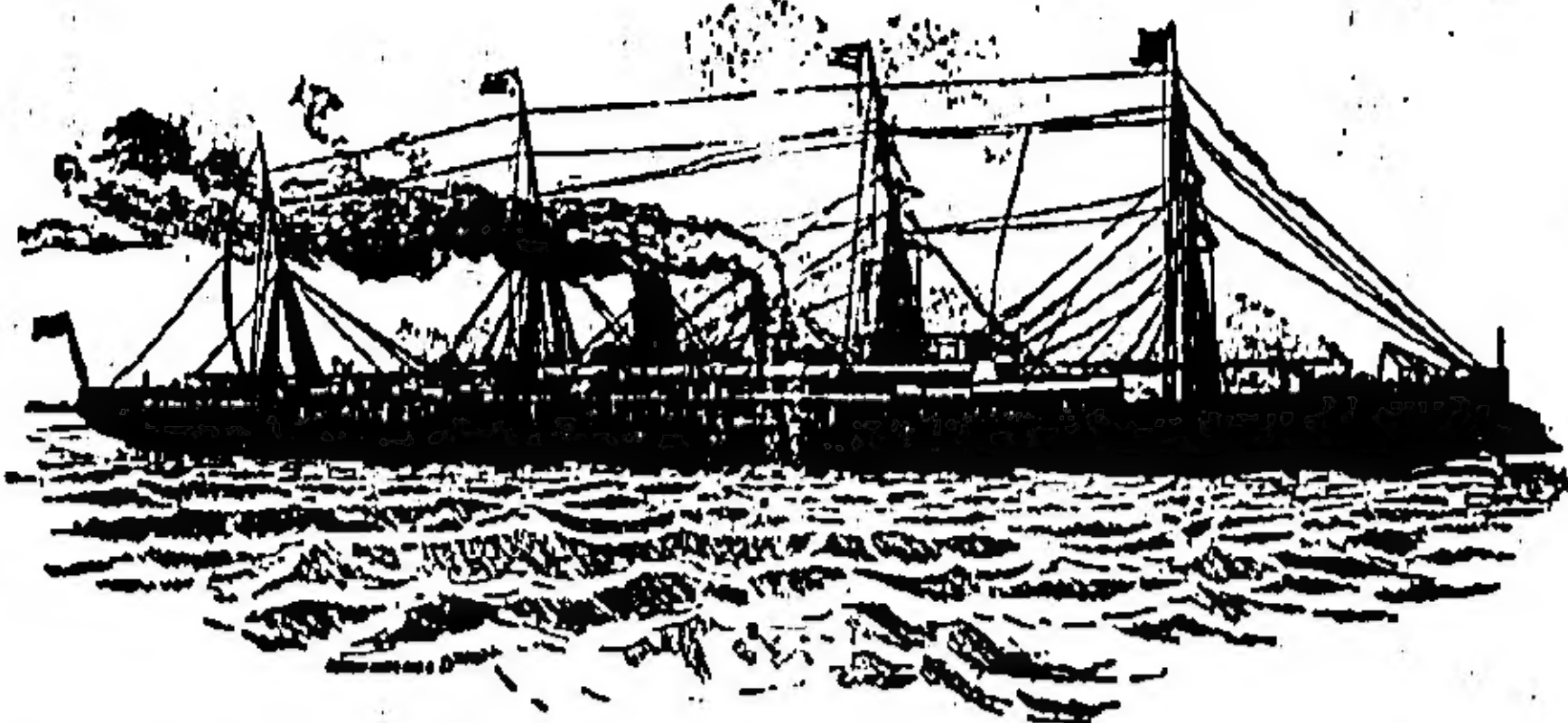






## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE:

## PROPOSED SAILINGS FROM HONGKONG.

"AMERICA MARU" ... 5,300 Gross Tons.	TUESDAY, 21st June, at Noon.
"CHINA" ... 5,060 "	TUESDAY, 28th June, at Noon.
"DORIC" ... 4,784 "	SATURDAY, 9th July, at Noon.
"SIBERIA" ... 4,184 "	THURSDAY, 21st July, at Noon.
"COPTIO" ... 4,352 "	TUESDAY, 2nd August, at Noon.
"KOREA" ... 4,120 "	SATURDAY, 13th August, at Noon.
"GAILIO" ... 4,205 "	TUESDAY, 23rd August, at Noon.
"MONGOLIA" ... 4,639 "	SATURDAY, 3rd September, at Noon.

Record Trip Yokohama to San Francisco made by S.S. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE T. K. K. Steamship "AMERICA MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 21st June, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, had to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

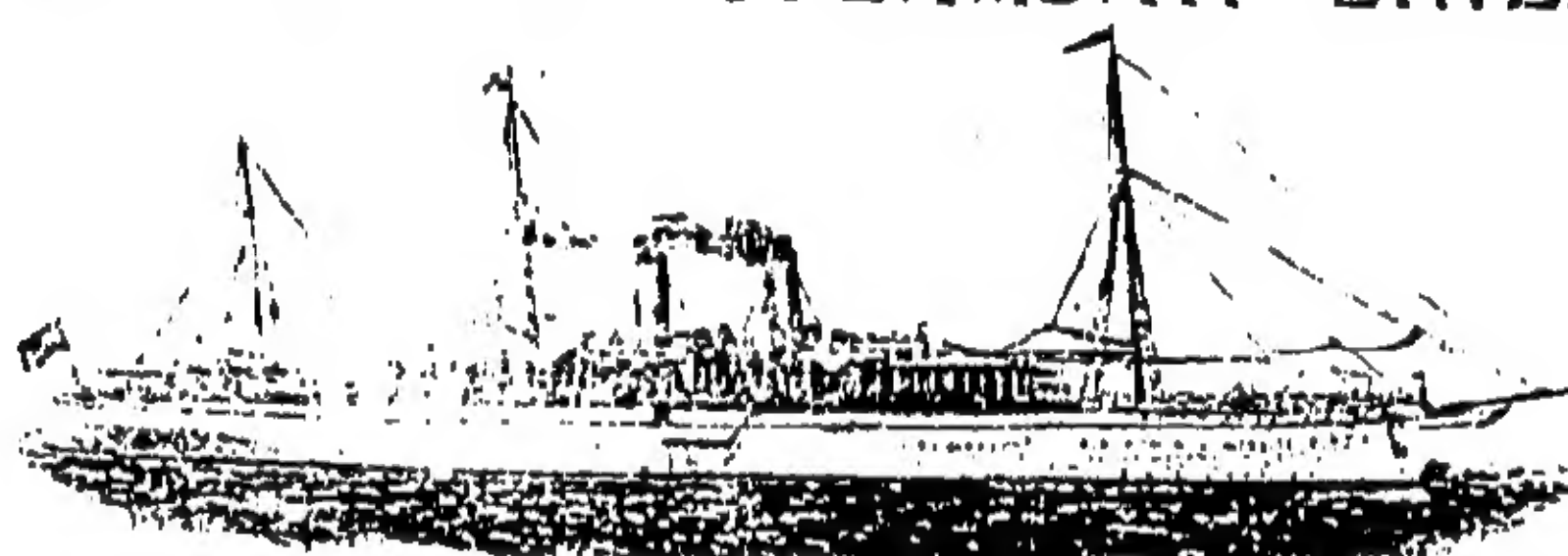
## FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific.  
Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.  
Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 17th June, 1904.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
SAFETY. PUNCTUALITY.

SAVING 7 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 16 knots.  
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF INDIA" ... 5,000 Tons.	WEDNESDAY, 22nd June.
"EMPRESS OF JAPAN" ... 5,000 "	WEDNESDAY, 13th July.
"ATHENIAN" ... 2,440 "	WEDNESDAY, 13th July.
"EMPRESS OF CHINA" ... 5,000 "	WEDNESDAY, 3rd August.
"TARTAR" ... 4,435 "	WEDNESDAY, 10th August.
"EMPRESS OF INDIA" ... 5,000 "	WEDNESDAY, 24th August.

Hongkong to London, 1st Class ... £40. Via New York £62.  
Hongkong to London, Intermediate on  
Steamers, and 1st Class Rail ... £40.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

Hongkong, 1st June, 1904.

D. W. CRADDOCK, Acting General Agent,  
Pedder's Street.

HAMBURG-AMERIKA LINIE.  
OBTASATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates in ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BATAVIA	HAMBURG (DIRECT).	28th June.
Dampwolf	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
NURNBERG	HAVRE, BREMEN and HAMBURG.	6th July.
Jabur	(Calling at SINGAPORE and PENANG).	Freight.
C. FERD LAEISZ	HAVRE and HAMBURG.	26th July.
von Hoff	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
BADENIA	HAVRE and HAMBURG.	10th August.
Roerden	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
BAMBERG	HAVRE and HAMBURG.	25th August.
Mittelaff	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
ANDALUSIA	HAVRE and HAMBURG.	5th Sept.
Schmidt	(Calling at S'PORE, PENANG & COLOMBO).	Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.

Hongkong, 16th June, 1904.

TSU FAN  
DENTIST.

PRICE MODERATE—CONSULTATION FREE.  
Next to the Hongkong Dispensary,  
50, Queen's Road, Central.  
Hongkong, 5th January, 1904.

THE AMERICAN SYSTEM  
OF  
DENTISTRY.

M. H. CHAUN, D.D.S.,  
37, DES VUEX ROAD CENTRAL, HONGKONG,  
From the University of Pennsylvania, U.S.A.  
Hongkong, 4th June, 1904.

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons.	Captain R. D. Thomas.
"POWAN,"	2,338 "	C. F. Morrison, R.N.R.
"FATSHAN,"	2,350 "	W. A. Valentine.
"HANKOW,"	3,073 "	B. Branch.
"KINSHAN,"	2,860 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 5.30 P.M. and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons.	Captain H. D. Jones.
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Departures from Hongkong to Macao on week days at about 2 P.M.

During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 7.30 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons.	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons.	Captain J. Willox.
"NANNING,"	509 "	C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 4 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th June, 1904.

## Intimations.

PORTRAITS, GROUPS, ENLARGING, AND  
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL  
ATTENTION.

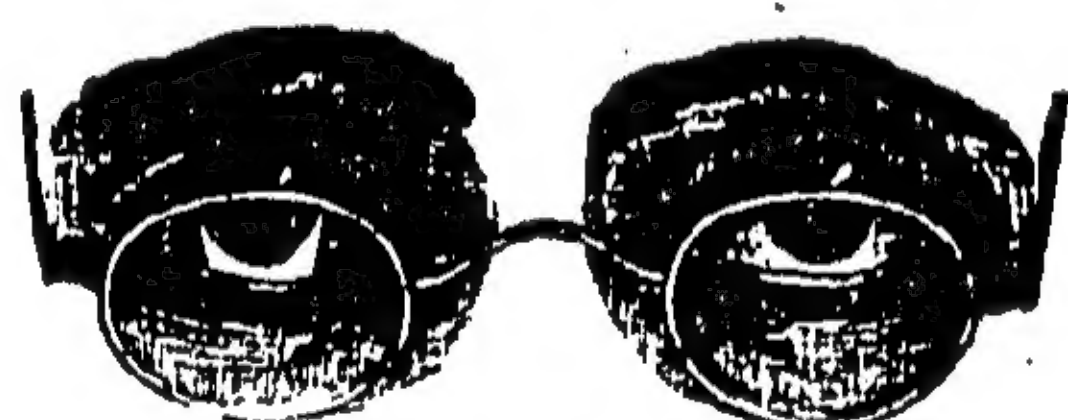
FULL LINE OF SUPPLIES  
ALWAYS IN STOCK.

ORIENTAL  
COSTUMES AND  
FANCY DRAPERIES  
FURNISHED.

WORK GUARANTEED TO BE  
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

40) PATRONAGE RESPECTFULLY SOLICITED.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES  
TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,  
16, QUEEN'S ROAD, CENTRAL.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper  
Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.  
Sun Glasses are restful and give the effect of coolness.

Prices from \$2.00.

Hongkong, 1st June, 1904.

A. S. TUXFORD, Manager.

## LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S  
KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS" guaranteed given to every purchaser.

40, QUEEN'S ROAD,  
Watson's Buildings.

50)

THE HONGKONG  
STUDIO.

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING AND COPYING in all sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903.

MEE CHEUNG,  
PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN  
Ice-House Road.

I am in a position, in his New and Com-

modious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS a specialty.

Hongkong, 12nd September, 1904.

## TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 1st January, 1904.

SELF CURE NO FICTION!  
MARVEL UPON MARVEL!

NO SUFFERER  
NEED NO DESPAIR.

but without running a doctor's bill or falling into the deep ditch of quackery, may safely, speedily and economically cure himself without the knowledge of a second party. The introduction of

THE NEW FRENCH REMEDY

THERAPION,

a complete revolution has been wrought in this department of medical science, while thousands have been restored to health and happiness who for years previously had been merely dragging out a miserable existence.

THERAPION No. 1—A Sovereign Remedy for discharges from the urinary organs, suppurating infections, the use of which does irreparable harm by laying the foundation of structure and other serious diseases.

THERAPION No. 2—A Sovereign Remedy for primary and secondary skin eruptions, abrasions, pains and swellings of the joints, and all those complaints which mercury and arsenical preparations have so notoriously supposed to cure. This preparation purifies the whole system through the blood and thoroughly eliminates all noxious matter from the body.

THERAPION No. 3—A Sovereign Remedy for debility, nervousness, impaired vitality, sleeplessness, dizziness and incapacity for business or pleasure, loss of appetite, indigestion, pains in the back and head, and all those disorders resulting from early error and excess which the faculty so persistently ignores, because so important to cure of our relief.

THERAPION is sold by principal Chemists throughout the world. Price of the Preparation 4/6. In ordering, state which of the three numbers required, and observe that the word "THERAPION" appears on the Bottle Government Stamp (in white letters on a red ground) affixed to every package by order of the Ministry of Health, and which the faculty so persistently ignores, because so important to cure of our relief.

Sold by A. S. TUXFORD & Co., Ltd.,  
Hongkong, China and Manila.

## Intimation.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[595]

## CHAZALON &amp; CO.,

WINE AND SPIRIT MERCHANTS,

AND  
GENERAL STOREKEEPERS.

(SUCCESSORS TO G. GIRAULT)

6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong Public that, as we are supplied with WINES and SPIRITS direct from the Growers in France, we are in a position to supply these requisites of the best quality and at the lowest possible prices, thus defying competition.

## EXCEPTIONAL SAMPLE OFFERS.

Offers are made of Sample Cases of a dozen quart bottles each, containing the following:—

3 qt. bots. Bordeaux.
3 " " Beaujolais (Burgundy).
3 " " Vin Rosé.
3 " " Pommard (Superior Burgundy).

at the exceptional price of \$12 per case.

## CHAMPAGNE.

Important contracts having been entered into with Messrs. Moët and Chandon, of France, we are enabled to supply CHAMPAGNE of this Brand at the following advantageous prices:—  
Mousseux Blue Seal { \$38 per doz. qt.  
White Star { 42 " " "  
Brut Impérial { 50 " " "

## WHISKIES.

We can offer the following famous brands of WHISKIES:—  
Buchanan Blend at \$13.50 per case of 1 dozen quarts.  
Black and White, at 17.50 " " "  
Royal Household, at 20.50 " " "

We request of our customers the favour of a trial of the products we offer, being convinced that they will find them of excellent quality at the same time as they are moderate in price.

Hongkong, 9th June, 1904.

[707]

## Hotels.

OCCIDENTAL HOTEL.  
KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904.

[637]

## For Sale.

## FOR SALE.

NO. 1, 2 or 3, STEWART TERRACE,  
THE PEAK.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

20th May, 1904.

[641]

FOR SALE.

INCANDESCENT,  
Gasoline,  
Lamps of all descriptions from the best makers.

Incandescent  
Lamps, of all  
descriptions from the best makers.

Incandescent  
Lamps, of all  
descriptions from the best makers.

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descriptions from the best makers.

Incandescent  
Lamps, of all  
descriptions from the best makers.</



**Auctions.****PUBLIC AUCTION.**

THE Undersigned have received instructions to Sell by  
**PUBLIC AUCTION,**  
FOR ACCOUNT OF THE CONCERNED,  
on  
**WEDNESDAY,**  
the 22nd June, 1904, at NOON, alongside  
Messrs. Douglas, Lapraik & Co.'s  
Wharf,  
The Steam Launch  
"FIREFLY,"

Length 35 feet, Breadth 8 feet 3 inches, Depth  
4 feet 6 inches,  
Engines 2 H. P., 4 inches, Stroke 5 inches,  
Boiler 120 lbs., Keel condensing and feed  
heating.

Three months old.  
Shelter deck house forward for 10 persons.  
She has a Government Licence to carry  
17 passengers.

TERMS:—As usual.  
**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, 17th June, 1904. [735]

**PUBLIC AUCTION.**

THE Undersigned have received instructions to Sell by  
**PUBLIC AUCTION,**  
FOR ACCOUNT OF THE CONCERNED,  
on  
**WEDNESDAY,**  
the 22nd June, 1904, at 2.30 P.M.,  
at their

SALES ROOMS, No. 8, Des Vaux Road,  
(Corner of Ice House Street),  
The Wreck of the French Steamer "HOIHAO,"  
as she now lies stranded in South Channel  
in Hainan Straits, near Hainan Head.

TERMS:—As usual.  
**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, 17th June, 1904. [734]

**Insurance.****NORTH GERMAN FIRE INSURANCE  
COMPANY OF HAMBURG**

THE Undersigned AGENTS of the above  
Company are prepared to accept First  
Class FOREIGN AND CHINESE RISKS at  
CURRENT RATES.

**SIEMSEN & Co.**  
Hankow, 25th May, 1904. [52]

**Intimations.****DOCTOR.**

WANTED IMMEDIATELY for EMI-  
GRATION STEAMER. Must be a  
British subject.

Apply—  
"T. C. E. D."  
C/o Hongkong Telegraph Office.  
Hongkong, 15th June, 1904. [723]

**WANTED.**

A SMALL STORE IN CENTRAL OF  
QUEEN'S ROAD.

Apply to—  
"B. C."  
Hongkong, 9th June, 1904. [708]

**NOTICE.****COKE AND TAR.**

THE HONGKONG AND CHINA GAS  
COMPANY beg to notify the public  
that Messrs. KUNG HING & Co., 474, Des  
Vaux Road West, are the SOLE AGENTS  
for the Sale of the Company's COKE and TAR  
and that all Orders should be sent to the said  
Agents direct.

**GEORGE CURRY,**  
Local Secretary.  
Hongkong, 8th June, 1904. [701]

**GREEN ISLAND CEMENT COMPANY,  
LIMITED.****PORTLAND CEMENT.**

In Casks of 37 lbs. net \$4.75 ex Factory.  
In Bags of 25 lbs. net \$2.85 ex Factory.

**SHEWAN, TOMES & CO.,**  
General Managers.  
Hongkong, 15th August, 1903. 'D'

**ESPECIAL OLD TOM GIN.**  
Marshall and  
Elvy's

**Satinette**

**DOUBLY DISTILLED**  
AND OF  
MATURED AGE.

TO BE OBTAINED FROM—  
**THE MUTUAL STORES,**  
Des Vaux Road.

Hongkong, 11th May, 1904. [608]

**NOT RESPONSIBLE FOR DEBTS.**

NEITHER the CAPTAIN, the AGENTS, nor  
the OWNERS will be RESPONSIBLE  
for any DEBT contracted by the Officer or  
the Crews of the following Vessel during her  
stay in Hongkong Harbour:  
TONGKAT, British barque, A. Hutton, Master.

**Intimations.****THE TRUTH ALWAYS.**

"When you are in doubt tell the truth." It  
was an experienced old diplomat who said this  
to a beginner in the work. It may pass in some  
things, but not in business. Fraud and decep-  
tion are often profitable so long as concealed;  
yet detection is certain sooner or later; then  
comes the smash-up and the punishment. The  
best and safest way is to tell the truth all the  
time. Thus you make friends that stick by you,  
and a reputation that is always worth twenty  
shillings to the pound everywhere your goods  
are offered for sale. We are able modestly to  
affirm, that it is on this basis that the world-  
wide popularity of

**WAMPOLE'S PREPARATION**

rests. The people have discovered that this  
medicine is exactly what it is said to be, and  
that it does what we have always declared it  
will do. Its nature also has been frankly made  
known. It is palatable as honey and contains  
all the nutritive and curative properties of Pure  
Cod Liver Oil, extracted by us from fresh cod  
livers, combined with the Compound Syrup of  
Hypophosphites and the Extracts of Malt and  
Wild Cherry. A combination of supreme  
excellence and medicinal merit. Nothing has  
been so successful in Anemia, Scrofula, Bron-  
chitis, Influenza, Loss of Flesh and Wasting  
Diseases, Weakness and Low Nervous Tone,  
and all complaints caused by Impure Blood.  
Dr. Austin D. Irvine, of Canada, says: "I  
have used it in cases where cod liver oil  
was indicated but could not be taken by the  
patient, and the results following were very  
gratifying." It is effective from the first dose  
and agrees with the most sensitive and nervous  
stomach. It cannot deceive or disappoint you,  
and comes to the rescue of those who have  
received no benefit from any other treatment.  
It stands for the medicinal triumphs of the age.  
"Watch carefully against imitations." Sold by  
chemists throughout the world.

**NOTICE TO SHIPPERS.**

THE NIPPON YUSEN KAISHA are  
prepared, during suspension of their  
Trans-Pacific Service and until further notice,  
to BOOK CARGO AND ISSUE BILLS OF LADING  
TO SEATTLE, WASH., VICTORIA, B.C., and  
PACIFIC COAST PORTS, also to OVER-  
LAND POINTS in the UNITED STATES  
and CANADA in connection with the GREAT  
NORTHERN RAILWAY FROM SEAT-  
TLE, as hitherto, by the Steamers of the  
NORTHERN PACIFIC S.S. CO., BOSTON  
STEAMSHIP and TOWBOAT CO., OCEAN  
S.S. CO. and CHINA MUTUAL S.S. CO.

For further Particulars, apply at the Com-  
pany's Local Branch Office in PRINCE'S  
BUILDINGS, First Floor, Chater Road.

**A. S. MIHARA,**  
Manager.  
Hongkong, 20th May, 1904. [643]

**THE  
ROBINSON  
PIANO  
Co., LTD.,**

**INVITE INSPECTION OF SOME**

**SPECIALLY  
FINE  
SAMPLES**

**OF****UPRIGHT PIANOS**

**RACHALS,  
STUART,**

&c., &c., &c.,

**— AND —**

**BABY-GRANDS,**

**BY**

**WINKELMANN,**

(Established 1837).

They are only 5 FEET LONG, occupy-

ing the space of a Cottage, but with

the fine appearance and TONE OF A

FULL GRAND.

Hongkong, 15th May, 1904. [39]

**THE SINGAPORE HARBOUR  
SCHEME.****THE REVISED PLANS.**

The arrival of the full report of Messrs. Coode  
Son and Matthews on the proposed Harbour  
Improvements of Singapore once more brings  
to the front one of the most important questions  
of the day. The original report of 1901, with that,  
the present report) was based on the principle  
of affording shelter to the Inner Roads, chiefly  
used by intercolonial and small steamers, by  
the construction of moles, three in number, of  
a length of about 2½ miles, with two entrances  
each 1,500 feet wide. The area thus sheltered  
would comprise 1,300 acres, a vast extent which  
is considered to be justified, having regard to  
the considerable and rapid developments which  
are taking place in the traffic of the Port. A  
leading feature of the scheme is the reclama-  
tion of 85 acres in front of Teluk Ayer, with a  
Quay which is to have a depth of sixteen feet  
at low water alongside.

**THE MODIFICATIONS.**

The scheme in the fuller report is modified  
in some measure, but not materially altered.  
The South Mole is to be 5,500 ft. long, and the  
East Mole 4,000 ft. Both are slightly altered  
in their direction, the former to allow more  
space at the southern end of the inner harbour;  
the latter because of the cheaper cost of con-  
struction. The greatest modification is made  
in the West Mole, which is considerably short-  
ened and now is to extend very little beyond  
the inner end of the fishing stakes of Malay  
Point, to the west of Fort Palmer. An entirely  
new portion of the scheme is the construction  
of an inner South Mole, 4,200 feet long, this  
forming a harbour within a harbour, the inner  
basin being 270 acres and being dredged to a  
depth of 16 ft. at low water ordinary spring  
tides. The necessity for this work is thus  
expressed.

**INNER MOLE NECESSARY.**

"We consider that such a work is necessary  
in order to protect the proposed quay at Teluk  
Ayer from the effect of waves generated within  
the harbour on the occurrence of strong east  
and northeast winds. In the absence of such  
protection there would be reason to fear that  
lighters and the smaller class of steamers might  
be sometimes inconvenienced when lying in  
front or in the vicinity of the quay, especially  
in view of the fact that the intervening space across  
the harbour, inside the shelter of the south and  
east moles, would be from a mile to a mile and  
a half in breadth. The outer moles would  
afford protection from the northeast monsoon  
seas, which of course is the quarter from which  
shelter is most required."

**THE WEST MOLE.**

A study of the tidal currents has caused the  
shortening of the West Mole, to promote cir-  
culation within the harbour to the fullest pos-  
sible extent, in order to prevent shoaling as  
far as possible. This will also be aided by the  
training effect of the Inner Mole and the Quay  
Wall, beneficially affecting the same from a  
sanitary point of view as well as minimising  
the tendency to deposit silt over the areas in  
question. It is not expected that steamers will  
take shelter in the Inner Basin, as they would  
be adequately protected in the outer harbour.

**88 ACRES RECLAIMED.**

The Reclamation, according to the revised  
survey, will be 88 acres. For the benefit of  
those who will not see the plans, we may men-  
tion that it extends for Johnston's Pier in a  
straight line to opposite Teluk Ayer Market,  
from which it is distant about one-third of a  
mile. The triangular piece of the reclamation  
will, of course, alter the whole appearance of  
the sea front of Collyer Quay which will no  
longer be the sea-front. Opposite Change Al-  
ley the new sea-front will be over a hundred  
feet in front of the present sea wall. At Prin-  
ces-st it will be three hundred feet from the  
sea. Finlayson Green will be four hundred  
feet inland, the Fish Market 800 ft., and the  
Detective Station a thousand feet from "Sweet-  
tenham Quay," which is to be a hundred feet  
wide, deep enough to provide berthage for  
fifteen to twenty intercolonial steamers, at the  
same time (we quote from the report) and be  
covered with merchants' offices and godowns.

**EXISTING ARRANGEMENTS UNDISTURBED.**

The proposed works are not to be prejudicial  
to those of the Tanjong Pagar Dock Co., either  
by wave propagation westward or by the crea-  
tion of objectionable deposits. While effectually  
sheltering the Inner Roads, they will not  
interfere with the mooring of warships and  
large steamers in the outer road, nor will any  
impediment be offered the lighters and tong-  
kangs proceeding from these vessels to the  
Singapore River. Nor will there be any back-  
wash, owing to the angle at which waves will  
impinge on the moles.

**THE MOLES.**

The construction of the moles is, speaking  
generally, to be of rubble mounds composed of  
granite from Pulo Obin, the seaward faces of  
selected rubble of large size. The Inner Mole  
would be faced with dressed granite.

The head of each mole would consist of an  
iron caisson of cylindrical shape filled with  
concrete in mass, a superstructure of concrete  
and granite, with a light at each head served  
by oil gas from a special apparatus provided  
ashore. The Quay Wall at Teluk Ayer would  
consist of concrete cylinders afterwards filled  
in solid with concrete. Fenders, bollards, and  
boat steps would be provided, and anchoring  
buoys.

**THE COST.**

It may be remembered that the estimate in  
the 1901 report was \$12,000,000, nearly the

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**CENTRAL CORRESPONDENCE COLLEGE,**

215, Temple Chambers,

Temple Avenue, London, E.C. [39]

whole of which might be expected to be re-  
couped by the sale of Teluk Ayer Land re-  
claimed. No estimates are given in the pre-  
sent report: the Engineers recommend that it  
be carried out by contract, as at Colombo,  
Penang and Old Calabar. Experienced con-  
tractors possessing the necessary capital and  
plant would have the command of an experi-  
enced staff of agents, foremen and leading work-  
men. Having regard to the uncertainty which  
exists as to the quantity of rubble required, due  
to settlement in the soft mud, it is recommend-  
ed that the contract should be based on a sched-  
ule of prices and not on a lump sum. Pay-  
ments would be made on the actual quantities  
of work done. Eight years would be required  
for the full completion of the works.

**RAILWAY COMMUNICATION.**

Working drawing No 3 shows a proposed  
line of railway along the Quay, across the re-  
clamation at the east end of the Tanjong Pagar  
Dock Co. through the Dork Co.'s premises, and  
joining the Singapore Extension at Mount  
Narcis. An alternative line would run through  
the Malay village at the foot of Fort Palmer,  
and cross Anson and Tanjong Pagar roads east  
of the Boustead Institute to Mount Narcis. This  
would be shorter and wholly colonial, while the  
other would be jointly constructed by the  
Government and the Dock Company.

**A SUMMARY.**

(1) The Inner Road, and those portions of  
the Harbour which are adjacent to the shore,  
would be sheltered at all times and under all  
conditions of wind and weather.

(2) The necessity for the construction of  
an independent Boat Harbour would be re-  
moved.

(3) The transfer of the traffic, due to the  
berthage of inter-colonial steamers at a sheltered  
quay, such as that proposed at Teluk Ayer,  
would greatly relieve the crowded condition of  
the River.

(4) The erection of godowns on the new  
Reclamation, arranged specially to meet the al-  
tered conditions of traffic, and in close prox-  
imity to the steamers, would considerably facili-  
tate the handling of cargoes.

(5) The proposed Quay would be connected  
with the railway system of the Island and also  
with Tanjong Pagar.

(6) Ample accommodation would be pro-  
vided to meet present requirements, and means  
afforded for extension hereafter is desired, either  
by further deepening the sheltered area by  
dredging, or by forming additional berthage by  
jetties or further quayage.

(7) Before improvement works at Kallang  
Basin, such as described in our former Report,  
could be carried out, similar shelter to that con-  
templated by the proposed works would be  
necessary. The Kallang Basin improvements  
could therefore be undertaken hereafter, with-  
out further cost on sheltering works, when it is  
considered that the time has arrived for the ex-  
ecution of the same.

**SOME OTHER POINTS.**

Disadvantage would result, in the opinion of  
the Engineers, from a partial execution of the  
works. If the Inner Mole only were proceed-  
ed with steamers and craft in the Roads would  
be interfered with by backwash, there would  
certainly be an inadequacy of sheltered area  
for the accommodation of the present traffic,  
and a want of protection to the mouth of the  
Singapore River. Likewise the cost of the  
Inner South Mole would be increased as it  
would be exposed to the full sea stroke.

As to the extent of the dredging, that would  
not be such as to constitute a serious ob-  
jection to the carrying out of the contemplated  
works. The lines of the structure are in accord  
with the currents, the debris delivered into the  
harbour from drainage is estimated at 25,000  
cubic yards, 60 per cent of the quantity of met-  
talling spread over the roads. It is not con-  
sidered that the dredging would be exception-  
ally heavy, under the circumstances.

The warm thanks of the Engineers is accord-  
ed to the Colonial Engineer and Mr. F. R.  
Warren, who was engaged in their office for  
nearly a year.—S. F. FRUI.

**FORTNIGHTLY MARKET  
REPORT.**

Cotton, Indian.—A very small business say  
of about 30 bales at \$30 per picul is reported in  
the market. The market is weak. Stock is  
about 1500 bales.

Cotton, Chinese.—No business is reported in  
the market. The stock is about 200 bales.

Yarn, Indian.—Owing to the impatience of  
importers to realize, and a weaker feeling in  
the interior caused prices to recede from one to  
three dollars per bale. Sales are reported of  
about 4,000 bales. The unsold stock is esti-  
mated at about 25,000 bales. The market closes  
steady.

Yarn, Local.—No business is reported  
stock about 600 bales.

Opium, Malwa.—Ruled rather weak and  
prices show a decline of about 20 dollars per  
picul. Sales are reported of Old about 5 Chests  
at \$1,020. Older, about 18 Chests at \$1,050 to  
\$1,100. Older about 35 Chests at \$1,100 to  
\$1,200, in all about 48 Chests. The unsold  
stock is about 1,225 Chests.

Opium, Bengal.—Prices show a heavy de-  
cline. Business reported of Patna Old about  
280 Chests at \$1,260 to \$1,220. New about  
523 Chests at \$1,245 to \$1,190. Benares Old  
about 12 Chests at \$1,320 to \$1,150. Old New  
about 100 Chests at \$1,190 to \$1,120, in all  
about 1,030 Chests. The unsold stock is esti-  
mated at about 1,400 Chests.

Opium, Persian.—Sales are reported of about  
40 Chests at \$830 to \$900. The stock is about  
1,800 Chests.

Miscellaneous quotations. Price per picul:—  
Camphor (Chinese) ... \$102  
Cassia ... 14 to 12  
Brass Leaves ... 88  
Wax (Japan) ... 39  
Turmeric ... 4  
Kiamis ... 10 to 14  
Cloves ... 28 to 34  
Saltpeetre ... 11  
Tin Leaves ... 109  
Camphor Oil ... 26  
Beans ... 26  
Ghee ... 87  
Vermilion ... 16  
Borax ... 28 to 30  
Sandalwood ... 28 to 30

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dangerous as Diabetes, which, according to  
the higher modern authorities, is curable  
after all, when treated in time. If interested,  
write to the Diabetic Institute, St. Dunstan's  
Hill, London, E.C., for free information. [748]

**Intimations.****THE INDO-CHINA STEAM NAVA-  
TION COMPANY, LIMITED.**

APPLICATION has been made to the  
GENERAL MANAGERS of this Company  
to issue to the RUSSO-CHINESE BANK  
of Hongkong duplicate certificates for Two  
Hundred Shares in the above Company or  
other certificates in lieu thereof upon the State-  
ment that the original certificates, viz:—  
Scrip No. 69 Nos. 17,816/17,850—25 shares in  
the name of George  
Hutton Potts.  
Scrip No. 179 Nos. 36,380/36,419—50 shares in  
the name of Catchick  
Paul Chater.  
Scrip No. 380 Nos. 36,430/36,479—50 shares in  
the name of Catchick  
Paul Chater.  
Scrip No. 150 Nos. 44,759/44,783—25 shares in  
the name of George  
Hutton Potts.  
Scrip No. 873 {Nos. 5,451/5,475 }—50 shares in  
{Nos. 3,350/3,350 } the name of Solomon  
Sassoon Benjamin.

have been lost or destroyed. Notice is hereby  
given that if within Thirty days from the  
First instant no claim or representation  
in respect of such original certificates is made  
to the General Managers they will then proceed  
to deal with such application for duplicates.

**JARDINE, MATHESON & Co.,**  
General Managers.  
Hongkong, 10th June, 1904. [714]

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ADDRESS:—1, ICE HOUSE ROAD.

**W. STUART HARRISON,**

A.M.I.E.E.,  
Manager.

Hongkong, 12th April, 1904. [61]

**FOUND.**

AT St. JOSEPH'S COLLEGE, on the  
evening of the 15th ult., an OVERCOAT,  
Owner can have same on application to—

**THE DIRECTOR,**  
St. Joseph's College,  
Robinson Road.

Hongkong, 8th June, 1904.

**To Let.****SEMI-DETACHED HOUSE TO LET.**

25, "WOODLANDS VILLAS," LOWER  
SEYMOUR ROAD. Immediate  
Possession. Four large Rooms, Bath Room,  
etc. Garden.

Apply—  
"M."  
Above address.  
Hongkong, 17th June, 1904. [732]

**TO LET.**

TWO ROOMS on the First Floor of  
ALEXANDRA BUILDINGS.

Apply to—  
**SECRETARY,**  
A. S. Watson & Co., Limited.  
Hongkong, 16th June, 1904. [729]

**TO LET.**

TWO ROOMS and a BATH-ROOM, in a  
house facing the Sea, at Kowloon.

Apply to—  
"X. Y. Z."  
C/o Hongkong Telegraph  
Hongkong, 16th June, 1904. [730]

**TO LET.**

NO. 1, RIFON TERRACE, in FLATS.

No. 4, RIFON TERRACE.

No. 17, WONG NEI CHONG ROAD, facing

Race Course.

FL



Intimations.

A. S. WATSON & Co., LIMITED.

NOTICE OF REMOVAL.

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SUNDAY... 10 A.M. to 1 P.M.

An Assistant will be on duty at all times to dispense prescriptions.

A. S. WATSON & CO.,

LIMITED.

ESTABLISHED 1841.

Hongkong, 31st May, 1904.

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Telephone—No. 358.  
Hongkong, 3rd May, 1904.

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All communications intended for publication in  
The "HONGKONG TELEGRAPH" should be  
addressed to The Editor, 1, Ice House Road, and  
should be accompanied by the Writer's Name and  
Address.  
Ordinary business communications should be addressed  
to The Manager.  
The Editor will not undertake to be responsible for  
any rejected MS., nor to return any Contribution.

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world is 30 cents per quarter.  
Single Copies Daily, ten cents; Weekly, twenty-  
five cents.

The Hongkong Telegraph

HONGKONG, SATURDAY, JUNE 18, 1904.

LOCAL AND GENERAL.

THE U. S. gunboat *Wilmington*, has left for  
Manila.

TEN cases of plague were notified since noon  
yesterday.

H. E. the Officer Administering the Government  
has accepted the resignation by Lieutenant  
F. Smyth of his commission in the Hong-  
kong Volunteer Corps.

A TRANSLATION of the law prohibiting the  
immigration of Chinese, Turks and Syrians,  
into the Republic of Panama is printed in the  
*Gazette*.

It is notified in the *Gazette* that, at the ex-  
piration of three months, "The Queen's Hotel,  
Waihaiwei, Limited," will, unless cause is  
shown to the contrary, be struck off the register  
and the company will be dissolved.

WITH reference to Government Notification  
No. 243 of the 7th April last, it is notified that  
Edgar P. Austen has been added to the list of  
persons exempted from the operation of Hyge-  
law, 2, 3, 4 and 5 of the Public Health and  
Buildings Ordinance, 1903.

THE directors of the Widows and Orphans'  
Pension Fund, under section 8 of Ordinance  
No. 15 of 1900 have made the following rule  
which has been approved by the Officer Ad-  
ministering the Government in Council:—8.  
Where the pension of a widow is commuted  
under section 23, the number of years' purchase  
shall not exceed ten years.

AT the annual convention of the National  
Editorial Association held last month, at St.  
Louis, Mr. John Ferguson of Ceylon was in-  
troduced as the oldest newspaper man in Asia,  
and the oldest member of the Association. He  
was born in Ireland, and for forty-three years  
has conducted a newspaper in Ceylon, says an  
exchange. He made a brief address.

AT the Theatre Royal yesterday evening the  
Fanny Stanley Opera and Dramatic Company  
gave the popular Irish drama *The Colleen Bawn*.  
The night was very sultry and the attendance  
was consequently a small one. The performance  
was good all the members of the  
troupe drawing praise for their acting. To-  
night the company will give a varied entertain-  
ment, consisting in a vaudeville, songs and  
dances.

AN altogether novel plea was put forward  
recently in Philadelphia where a man was  
charged with setting fire to a gramophone  
manufactory. He said that the manufactory in  
question was constantly employed in turning  
out records of "Hiawatha" and he was so  
sickened with the constant repetition, that this  
song made his life a burden to him, and he  
thought the only way of remedying matters  
was to burn the manufactory.

PROGRAMME of music to be performed by the  
band of the 1st Sherwood Foresters on the  
new parade ground on Monday next, the 20th  
instant, from 5 to 6.30 p.m.  
March: "Rienzi".....Wagner  
Overture: "La Dame Blanche".....Boieldieu  
Selection: "The Bohemian Girl".....Bali  
Sketch: "By the Swanee River".....Myddleton  
Selection: "The Cherry Girl".....Carrill  
Valse: "The Christies".....Phelps  
Regimental March: "The Young May Noon."  
God save the King.

THE Tokio Chamber of Commerce, too late  
we fear, has sent to various Chambers of Com-  
merce in Europe and America a circular stating  
that it is perfectly safe to travel in Japan in  
spite of the war, and inviting tourists to visit  
the country. This is a sensible step to take,  
but the end in view could have been accom-  
plished much more easily and much more  
effectually had the numerous war correspon-  
dents in the capital simply been allowed to do  
their work without being hampered by anybody  
else than an intelligent and sensible censor.—  
Ex.

THE launch of the *Kwangchei*, light-house  
tender for the Korean Customs, took place  
at the Kawasaki Dockyard on the 15th  
ult. at 5 o'clock in the afternoon. The prin-  
cipal dimensions of the ship are:—Length over  
all 232' 6"; breadth moulded, 30' 0"; depth moulded  
to upper deck, 21' 0"; depth moulded to  
main deck, 13' 6"; height of deck erections,  
7' 6"; draught loaded, 14' 6"; displacement,  
1620 tons. The ship will be equipped with 2  
sets of triple expansion engines and two  
boilers, a speed of 14 knots being guaranteed.  
The ship also carries one 10 K dynamo, and a  
searchlight of 18" diameter. Her armament  
consists of two Maxim guns and two pounder  
 Nordenfjeld quick-fires.

COOLIES FOR SOUTH AFRICA.

A DEPARTURE POSTPONED.  
The departure of the steamer *Courtfeld*,  
for South Africa was fixed for this morning  
when some fifteen hundred coolies were to  
have left the camp at Lanchikok and embarked  
on the steamer to leave direct for Durban.  
It was found, however, that in consequence of  
the approach of the Dragon boat festival, which  
is being celebrated throughout China to-day,  
that coolies were not eager to forego their  
rejoicings, with the result that, up to last even-  
ing there were only about fifty recruits at the  
camp. It has now been decided that the  
*Courtfeld*, which has already been disinfected,  
shall leave towards the end of the month.  
THE S.S. "TWEEDDALE."  
The first emigrant steamer to leave here for  
Durban, with 1054 coolies, is expected to  
reach her destination to-day.

PREPARING TO RECEIVE THE COOLIES.  
PRECAUTIONARY MEASURES.  
The mineowners of the Rand, have acquired  
the Westworth estate, situate at the head of  
Durban Bay for the temporary accommodation  
of 10,000 Chinese labourers to be imported for  
service in the Transvaal.  
The Natal Government has decided to institute  
a system of identification amongst the  
coolies by means of finger-prints. It is felt  
necessary to take this measure to prevent  
escapes, and the Government is also promoting  
special precautionary legislation to deal with  
the new labour.

LIGHT ON CAPSHUI-MUN.

It was mentioned in the *Telegraph* some  
months ago that, from the 1st July, 1904, a  
light would be exhibited from the Western  
point of Ma Wan Island. It will consist of  
two white lights, vertically, six feet apart,  
visible in clear weather 1 mile, exhibited from  
a white mast, with white ball at the foot.  
Upper light 51.5 feet above high water.

THE CRIMINAL SESSIONS.

RETURNING FROM BANISHMENT.  
The June Criminal Sessions were opened  
this morning at the Supreme Court before the  
Chief Justice, Sir W. M. Goolden, when  
Toang Hop was charged on indictment with  
disobeying an order of banishment and return-  
ing to the Colony. Prisoner pleaded guilty, and  
His Lordship passed sentence, sending  
accused to prison for 12 months with hard  
labour. The Court then adjourned till Mon-  
day morning.

AGRICULTURE IN THE COLONY.

The Superintendent of the Botanical and  
Afforestation Department writes an interesting  
report on agriculture in Hongkong, during  
1903. He says:—

In February the crop of sugar-cane obtained  
from cuttings procured by the Government  
from the Straits Settlements and Honolulu was  
ready for cutting and distribution. 10,000 cut-  
tings were offered to farmers in the New Ter-  
ritory without charge, and nine applicants  
were supplied with various quantities through  
the Police.

Mr. Li Pak's estate at Castle Peak, which  
takes the place of a Colonial experimental  
farm, produced 25 mow of these canes in  
1903 besides 45 mow of Chinese varieties, and  
the percentages of sugar given below show the  
former to be a valuable improvement upon the  
cane hitherto grown in the Territory:—

	Weight of Cane.	Weight of Juice.	Weight of Sugar.
Honolulu.....	100	55.0	9.3
Province Wellesley 100		51.0	8.8
Chinese.....	100	48.3	8.0

Some difficulties were encountered in bring-  
ing the sugar to a marketable condition; the  
prices obtained were not satisfactory and much  
below the best prices of Chinese sugar. As,  
however, the Castle Peak sugar from native  
cane was poorer in quality than that from  
foreign cane the fault was clearly in the  
manufacture and not in the new canes. The  
price in the local Chinese market is said to  
depend largely upon the reputation of the man  
who superintends the process of sugar-making,  
and an experienced man would probably be  
well worth his salary of \$1.50 to \$2.00 per diem.

The experiments in other vegetables and  
fruits have been energetically pursued by Mr.  
Li Pak during the year, and it is satisfactory  
to hear that the results, while of much value to  
the Colony, have not been unremunerative to  
the owner. The most suitable vegetables for  
market purposes have proved during the year  
to be tomatoes, English cabbage, turnips, globe  
artichokes, and French beans.

English potatoes should be profitable in land  
plentifully supplied with water.

These vegetables find a ready market because  
the introduction of better varieties and different  
cultivation has supplied a want that the old-  
fashioned methods could not meet. In the  
case of produce already grown in large  
quantities in the Chinese nursery gardens  
and sold at very low prices, such as Chinese  
cabbage, cauliflower, Chinese varieties of  
turnip, lettuce, picky spinach, leeks and  
sweet potatoes, there is no room for competi-  
tion. As regards fruit, a quantity of melons  
have been produced and have found a ready  
and profitable market in Hongkong. Guavas,  
wampee and papaws are too cheap to repay  
cultivation, but it is worth the consideration of  
capitalists whether the very cheapness of these  
and other fruits and also of some vegetables  
such as green peas does not offer opportunities  
for a profitable tanning or preserving establish-  
ment in the Colony. A large amount of jams  
and tinned vegetables must be consumed an-  
nually in Hongkong and Mania and locally  
grown produce should easily compete with im-  
ported preserves.

It is a matter for surprise that no pineapple  
canning factory has been set up hitherto in  
Hongkong, considering the large and increas-  
ing amount of this fruit produced here, and  
with the example of the success that has at-  
tended this industry in Singapore.

Pasture and fodder.—The questions of cattle  
food has long been a difficult one and gener-  
ally speaking the only cattle that are kept in the  
Colony are a few hundred cows at the English  
and Chinese dairy farms and those used for  
draught purposes in the Chinese villages.

In the English dairy farm guinea grass  
(*Panicum maximum*) has been used with rice  
straw, and silo has been tried. The Chinese  
village cattle have to find their own food as a  
rule along the sides of paddy fields and, in the  
summer, on the hills. It is naturally a matter  
of much interest to ascertain whether natural  
pasture or some substitute can be found to  
maintain herds of bullocks in the Colony.  
With the object of investigating this subject  
several expeditions were undertaken during the  
year to Lantau (this under special instruction)  
and other localities where elevated plateaux  
offered the possibility of permanent pasture.  
Out of the 52 square miles of Lantau 6 attain  
an altitude of 800 feet or more. The greater  
part of this high land consists of rock-strewn  
slopes surrounding the various peaks and their  
connecting ridges. The valleys that ascend  
into this region are mostly rugged mountain  
gorges densely clothed with native scrub, but  
here and there the advantages of a few acres  
of level ground and abundant water are shown  
by the presence of a small hamlet and a few  
paddy fields.

A small number of cattle from these upland  
farms are driven out daily on to the neighbour-  
ing hill sides where they can obtain some  
scanty food among the scattered tufts of coarse  
grass.

For purposes of grazing the greater part of  
the high lands is useless, the growth of grass  
being coarse and thin. This is fully recognised  
by the villagers who try to improve the vegeta-  
tion by periodical burnings. These, however,  
give little benefit and the inquirer is every-  
where referred to the *Nyong ping*, or "high  
plain" as the only "green grass" in the island.

The *Nyong ping* is a plateau near Lantau  
Peak, which has long been used as a cattle  
pasture and upon which 40 or 50 head of cattle  
are left unattended during the summer. It is too  
dry during the winter for grazing purposes. It  
is situated 2½ miles south-west of Tung Chung  
Police Station and 3 miles east of that of Ty O.  
It is an undulating plateau of about 300 acres  
covered with smooth, green turf. Its altitude  
is about 1,100 ft. It is surrounded by high  
peaks, the highest—Lantau Peak (3,075 ft.)—  
being to the south-east, and beyond these the  
country falls rapidly on all sides. Numerous  
rivulets rise on the hill sides and, after wind-  
ing across the plain, plunge into rocky gorges  
towards the north-west and south-west.

The turf is almost entirely composed of one  
kind of grass—*Lachnium aristatum* var. *bar-  
batum*. This grass is nowhere recorded as  
one of economic importance, but closely allied  
species of the same genus are highly valued as  
fodder grasses in India. Like them it pro-  
duces a close and luxuriant growth of soft and  
nearly smooth leaves. The manner in which  
it is eaten by the Chinese cattle proves it to be  
an excellent pasture grass under suitable con-  
ditions.

Two necessary conditions are probably the  
prevalence of cloud and therefore of moisture,  
and the presence of flat ground. The rarity of  
this combination will explain the fact that  
though the grass occurs occasionally through-  
out Hongkong and the New Territory, there is  
no record of pasture similar to that on the  
*Nyong ping* in any other part of this district.

THE BOTANICAL AND AFFOR-  
ESTATION DEPARTMENT.

ANNUAL REPORT.

Mr. S. T. Dunn, Superintendent of the  
Botanical and Afforestation Department, has  
submitted his report for the year 1903 from  
which we call the following items:—

BOTANICAL GARDENS.

Management.—The gardens have of late  
years become so crowded by Chinese visitors  
in fine weather that it was deemed advisable  
to restrict their use on certain days in order to  
provide opportunities of doing so for  
scientific or other purposes. Each of the  
two gardens was accordingly closed once a  
week during August, September and October,  
admission being granted only to visitors pre-  
sented by their cards. 26 opportunities were thus  
offered to the public of visiting the gardens  
under favourable conditions and 627 persons  
(of whom 334 were Europeans) availed them-  
selves of them. The result is interesting as  
showing the small demand that there is at the  
present time for an uncrowded garden. The  
privileged entrance should perhaps be tried  
again from time to time to test the wishes of  
the community.

During the latter part of the year two gar-  
deners were used as Park Keepers to encour-  
age visitors to observe the Regulations of the  
Gardens. A marked improvement in the be-  
haviour of the Chinese working men who visit  
the Gardens in large numbers resulted from  
this plan, thus rendering the Gardens more  
attractive to other visitors.

Some amendments were made in the Regu-  
lations in August, by one of which visitors are  
now allowed to bring in their dogs on leash.

Improvements.—One of the points brought  
out by the occasional closing of the Gardens  
referred to above was the comparatively small  
use made of the New Gardens by visitors. This  
has probably been due in some measure to the  
small number of seats there and this defect  
was remedied in the autumn by the addition of  
30 new ones. The opportunity was taken of  
opening up the trees and shrubs in front of  
some of the seats in order to give good views  
of the harbour. Some seats were also placed  
in Glenelg Bay.

A most *Elchornia speciosa* flowered round the  
fountain. Its peculiar inflated leaf-stalks have  
long been a feature there, but this is the first time  
that its handsome mauve flowers have been  
seen. Throughout the same month the Chi-  
nese red variety of *Amaranthus* produced fine  
patches of colour on the lower terrace.

September began with exceptionally heavy  
rain by which considerable havoc was wrought  
in the gardens, among other things interfering  
with the flowering of the large night-flowering  
*Cereus* (*Cereus triangularis*) which promised  
an unusual profusion of flowers.

In October the huge and unsightly flowers of  
*Aristolochia Gigas* attracted much attention and  
the beautiful *Gordonia anomala* produced its  
usual fine show of blossom.

November suffered from the early failure of  
the rains which practically ceased after the  
downpour of the second week in September.

The feature of the New Gardens during  
December was the profuse and persistent flow-  
ering of a *Bauhinia* near the deer pen. The  
mysterious origin of the tree and its magnificent  
flowers at one arrest the interest. A tree of it  
was discovered between 20 and 30 years ago in  
the woods on Mount Davis from which it was  
introduced by its finder into the gardens of the  
Pokfulam Sanatorium and from there to the  
Botanic Gardens and to the Roman Catholic  
Cathedral at Canton. No fruit has yet been  
observed on these trees; they are therefore  
probably not native here, but, so far, all efforts  
to identify them with any foreign species have  
failed.

In October the Superintendent took the  
opportunity offered by his journey to the north  
to pay a visit to Mr. W. H. Wallace's beautiful  
garden at Amoy; the information which that  
gentleman most kindly supplied as to the  
methods that have led to his remarkable success  
in certain branches of gardening should prove  
of much value.

OTHER GROUNDS.

Government House grounds.—These grounds  
were maintained as usual during the year.

Mountain Lodge grounds.—The terraces  
on the north, south and west sides of the house  
were turfed during the spring.

In the autumn extensive operations were  
commenced with a view to improving the  
appearance of the valley below the house on  
the south-east. This valley had contained a  
vegetable garden drained by a straight central  
channel, and was unsightly from the windows  
of the house. The object was to restore to it  
the natural beauty that it must once have pos-  
sessed. The bottom of the valley was cleared of  
rank growth, and evenly graded on both sides  
down to a stream following the base of the east  
slope. By the end of the year only the turfing  
and planting of shrubs and trees on the slopes  
remained to be done.

A footpath was also commenced through  
the natural thickets of *Azalea* and other shrubs  
that grow among the rocks on the west of the  
grounds.

The Colonial Cemetery.—The gardening  
operations in the Cemetery were taken over from  
the Public Works Department in December.

Grounds around the Government Offices.—  
These were also taken over from the Public  
Works Department in December.

Roadside plots.—There are 43 small plots of  
ground, laid out from time to time as rockeries  
or planted with ferns and shrubs, varying from  
a few square yards to an acre. These have  
been maintained during the year, and an addi-  
tional rockery at the junction of Peak and  
Robinson Roads.

Garden and Forest Nurseries.—Five nur-  
series are in use for gardening and forestry  
purposes outside the Botanic Gardens, viz., at  
Sookunpo and Kowloon for gardening, and  
forestry, at North Point and Kang Hau for  
forestry alone, and at East Point for the cul-  
tivation of bamboos. The lack of sufficient  
nursery accommodation in connection with the  
Botanic Gardens and forthcoming gardening  
works in other parts of the town has necessi-  
tated the setting apart of some additional  
ground between Garden Road and Albany  
nullah for this purpose.

HERBARIUM.

The incorporation of a large collection of  
specimens from the Province of Yunnan, pre-  
sented some years ago by Dr. Henry, was  
commenced. The chief recent additions have  
been collections presented by the Director of  
Kew from Yunnan, Staff Surgeon C. G.  
Mathew, R.N., of B.M.S. *Edinburgh* from Wei-  
haiwei, Korea and Japan, and by Dr. Barchet  
of Shanghai, from Ningpo; some collections  
made in the Autumn by the Superintendent at  
Shanghai, Tsingtau, Weihaeiwei, Chefoo and  
Peking.

A considerable amount of time was expended  
in numbering the whole Herbarium so that any  
sheet can now be found by the Chinese assistants  
on the quotation of the number from the  
indices of the standard Floras of Hongkong  
and China. The specimens can now moreover  
be replaced with little fear of mistake. A  
specimen put away in its wrong place is prac-  
tically lost in a Herbarium of any size so that  
the importance of this arrangement when work-  
ing with partially trained Chinese assistants is  
obvious.

Specimens of plants, fruits and woods have  
been received for determination from Peking,  
Shanghai, Canton, Hainan and other parts of  
China. Specimens of *Agave indica* pre-  
pared with great care for the purpose of ex-  
hibiting their parallelism were submitted for  
examination by His Excellency Sir Henry  
Blake on several occasions during the summer.  
In four cases the *Agave* were attached to  
grass roots in the fifth to the root of a shrub.  
The chief contributors of local specimens for  
preservation in the Herbarium were: His  
Excellency and Lady Blake, and Colonel Bird-  
wood.

All the books in the library have been  
checked during the year, and the results of the  
checking are being published in a list of the  
books and the names of the contributors. The  
list will be published in the *Telegraph* on Friday  
next, and may be expected to be of great value  
to the Chinese assistants.

TELEGRAMS.

"HONGKONG TELEGRAPH"  
SERVICE.

THE WAR.

(Delayed in transmission.)

JAPANESE TRANSPORTS  
SUNK.

EUROPEAN OFFICERS ON BOARD.

(From Our Own Correspondent.)

YOKOHAMA, 17th June,  
10.28 a.m.

It is now certain that the *Hitachi-  
maru* and the *Sado-maru* have been  
sunk by the Vladivostok squadron.  
The fate of the *Leumi-maru* is  
doubtful.

The foreign officers on the *Hitachi-  
maru* were Captain Campbell, Chief  
Officer Soudson and Chief Engineer  
Glaiss.

"MANSHUMARU'S" DEPAR-  
TURE DELAYED.

The departure of the *Manshumaru*,  
which was to have conveyed Mar-  
quis Kuroda, several members of  
both Houses of Parliament, the  
Foreign Office officials, the foreign  
military attachés and war correspon-  
dents to the headquarters of General  
Oku, has been postponed.

THE VLADIVOSTOK  
SQUADRON.

SIGHTED IN THE NORTH.

(From Our Own Correspondent.)

YOKOHAMA, 18th June,  
11.48 p.m.

The Vladivostok squadron was  
sighted at daylight to-day off the  
coast near Fukuyama, a seaport in  
the island of Hokkaido.

THE TSAR AND THE WAR.

PREDICTION OF VICTORY.

The Tsar is not going to the front—at any  
rate, this year. The truth as to his proposed  
journey, writes a correspondent, is as follows:—  
Immediately after the outbreak of war,  
Nicholas II. expressed his determination to  
leave for the front the moment operations on  
land became imminent, and to transfer tem-  
porarily certain of his functions to the Grand  
Duke Michael Alexandrovitch. The Emperor  
strongly supported this proposal, but General  
Kuropatkin, M. Witte, and M. Pobedonosteff  
advised its rejection, basing their objections on  
the danger of internal unrest, which, they  
declared, would certainly follow continued  
reverses in the field. Kuropatkin frankly told  
the Tsar that his presence at the front would  
seriously embarrass operations.

The Tsar then abandoned the scheme, but  
has since been beset by the war party,  
Alexieff, Bezobrazoff, and certain Court  
officials, urging him to go. They argue that  
his presence at the point of danger would lead  
to a great outburst of popular enthusiasm,  
which would counteract the anti-war movement  
threatened among the working classes.

Considerable talk is going on in society cir-  
cles in St. Petersburg concerning the latest  
development of the Tsar's spiritualistic ten-  
dencies. About a month ago the Tsar made  
the acquaintance of Mlle. Zenobie Galazsky, a  
beautiful and accomplished Ruthenian, who  
professes to be able to forecast the future by  
means of a new petal with radio-active qual-  
ities, which projects on a screen images of  
events to come.  
Mlle. Galazsky who was received at the  
Palace five times during the last fortnight, is  
reported to have convinced Nicholas II. that  
Russia would sustain disaster after disaster  
before the Japanese were finally defeated. She  
projected on a screen a vague image, from the  
luminous detail of which the Tsar was able to  
distinguish Port Arthur in ruins and his feet  
being blown up.

A further series of Russian disasters was  
projected, and finally the Japanese were seen  
withdrawing from Korea, with a victorious  
Russian army crowning the heights behind.

In addition to this Mlle. Galazsky professes  
to inform the Tsar of everything that goes on  
between his Ministers, and it is alleged that  
she is being used by the Old Russian party as  
an instrument for the furtherance of their own  
ends.

SHIPPING AND MAILS.

MAILS DUE.

German (*Roon*) 21st inst.  
Indian (*Newang*) 2nd inst.  
Canadian (*Albatross*) 20th inst.  
Indian (*Sudam*) 20th inst.  
Canadian (*Boat of Japan*) 21st inst.  
The C. N. Co. mail leaves for Japan to-  
morrow, and is due back on Friday next.  
The C. M. Co. mail leaves for Japan to-  
morrow, and is due back on Friday next.  
The Imperial German Mail leaves for Japan  
to-morrow, and is due back on Friday next.  
The German Mail, with mails from Japan,  
leaves for Hongkong on Friday next, and  
may be expected to arrive here on Saturday  
next.



## TELEGRAMS.

(Reuters.)

## The New York Disaster.

LONDON, 15th June.  
There were 1,600 people on board the *General Slocum*. 447 bodies have been recovered and over 1,000 are dead or missing. The fire originated in the cook's galley and swept the decks which collapsed, precipitating hundreds into the fiery furnace below already choked with burning women and children. Hundreds leapt into the sea and were drowned. The steamer burned to the water's edge in half an hour.

LONDON, 16th June.  
The official investigation shows that approximately one thousand perished in the *General Slocum* disaster.

## Attempted Assassination of the Governor of Finland.

General Lobrikoff, the Governor of Finland, was shot and dangerously wounded entering the Senate at Helsinki. The assassin, a son of Senator Schaumann immediately committed suicide. There have lately been mass meetings in various parts of Finland to protest against Governor Lobrikoff's oppressive dictatorship.

## Armenia.

It is reported in Constantinople that 3,000 Armenians have been killed, and fifty villages destroyed since the 25th April.

## Result of the Asot Gold Cup.

- 1.—Throw Away.
- 2.—Zinfandel.
- 3.—Sceptre.

## Prisoners' Intelligence Bureau.

Tokio, 13th June.  
It is learnt on reliable authority that Russia has asked Japan since the opening of hostilities whether she will establish a Prisoners' Intelligence Bureau, as provided by the Hague Convention.

Japan has replied that she has already done so, while on the other hand Russia has not established any bureau yet, and Japan can only receive vague information at infrequent intervals of the Japanese prisoners.

It is reported that M. Martens and others are only now drafting the regulations of the Russian Bureau, and the Japanese are astonished at the tardiness of the Russians.—N. C. D. News.

## HONGKONG INFECTED.

It is notified in the *Gazette* that the Government of Indo-China has declared Hongkong to be infected with plague.

The entry of Asiatic immigrant from the port has been prohibited as well as the importation of grain, flour, dry paste used for food, rags of all kinds, old clothes, bedding already used and personal effects of Asiatic origin. An exception is made in the case of goods from non-infected ports trans-shipped direct from ship to ship at Hongkong.

Mail steamers will be admitted to free pratique on condition of having only embarked at Hongkong European passengers, or Asiatics furnished with certificates of health from the French Consul, coal, provisions and mails.

## FORESTRY IN HONGKONG.

Writing on the Botanical and Afforestation Department for 1903, Mr. S. T. Dunn says that, the time has now arrived for the Colony to profit to the full extent by the foresight of the Government of a former generation.

In the late seventies tree planting was seriously undertaken and from the year 1882 to 1885 the annual expenditure of \$12,000 was expressly sanctioned for afforestation, and from 1890,000 to 300,000 young pines were planted each year. As the island became more completely covered with plantations, the operations and annual votes gradually diminished, until the present time, when the planting of a few thousand trees can be covered by a small portion of the tree planting vote of \$3,450. As a result of this policy there are now nearly 5,000 acres of pine upon the island and the oldest plantations, now between 25 and 30 years old, are ready to fell and replant.

The pine plantations are of very various ages and sizes and much time has been devoted during the year to a careful examination of them and subsequently to delineating them on maps and schedules so that a systematic working plan can be drawn up to ensure as far as possible an uniform annual output of timber. The surface of the island has been divided for this purpose into seven main divisions, and each of these into six to eight blocks containing from fifty to two or three hundred acres of pine plantation each. The primary object of this preliminary inspection of the plantations was to obtain statistics upon which to found a working plan for the future, but the results have a further interest as showing what return the Government have for their outlay of former years.

Forest Offences.—Considering the fineness of the forest guards—5 in all—or one to each 1,000 acres of plantation, the number of trees stolen is small, only 427 during the year, and taken together with the 50 offenders brought to justice and convicted, reflects much credit on these officers.

Fires.—Only one serious fire occurred among the Government plantations. This was in the west of Tsimshui and extended over about 100 acres destroying 860 pine trees. It was only by the promptness and energy of the police that the fire was prevented from spreading a much greater extent in that thickly planted district.

Clearing.—An unusual amount of the time of the forestry staff has been occupied in clearing the ground for public works.

Planting.—The planting was unusually limited in extent owing to the partial failure of the pine seedling crop.

Protection.—The fire barriers were cleared throughout and extended to protect new plantations near the Tai Po Road in the New Territory.

## THE WAR.

## DESPERATE ASSAULT.

The hospital ship *Yokohama Maru* arrived at Moji on 8th inst. having on board 33 commissioned and non-commissioned officers and 120 men of the First Army Division, all of whom were wounded at the battle of Soui Hill. Several of the officers state that the forts were appointed like permanent barracks. The well-furnished officers' quarters and well-built kitchen surprised the Japanese visitors. The Russian artillery which opposed the advance of the central column was easily silenced by the Japanese guns, but the machine guns were surprisingly effective, and over twenty Japanese fell wounded before the infantry had advanced to within 800 metres, where they had to halt under cover of the artillery as their rifle fire was not effective. A storming party was then organised, companies being chosen for this work from different regiments. The party advanced without firing a shot until within 300 metres of the enemy, and by that time all the officers and half the men of two companies of the third regiment were either killed or wounded. One of the officers giving these particulars says he was shot through the stomach and was unable to walk. He received a second bullet while watching the company gallantly advance. The mines laid by the Russians were the most dangerous, as enemy to the storming party, and volunteers were invited to go in advance of the companies. All the men showed their willingness to go. Finally, five men were chosen from each company, and they went on heroically in advance, being targets for hundreds of bullets. Everyone of them was either killed or wounded. None of the mines, however, exploded, as the fuses were severed by the Japanese shell-fire. The First Army Division held out for fifteen minutes using only a small quantity of ammunition, advanced to the barbed wire defences, they cut down. The Fourth Army Division then made a successful charge on the position, followed by the First and Second Divisions. The Russian dead and dying were found in almost countless numbers in the trenches. It was learned from the prisoners that the Russian army in the afternoon the Russians realised the possibility of holding out much longer, and were ordered to retreat, but those who retreated were killed almost to a man by the shells from the naval squadron. The remainder decided to hold out till night time, and did so despite heavy loss. A telegraph line was in operation between Port Arthur and Nankwanien, and it is stated that General Stoessel issued his commands by wire throughout the battle.—*Kobe Chronicle*.

## BATTLE OF KINCHAU.

## BRAVE STANDARD BEARERS.

Referring to the share of the first infantry regiment in the battle, the officer said the regiment occupied Kinchau on the morning of May 26th, and marched at daybreak to South Hill. The third regiment marched to the left and the first regiment to the right side of the main road, and by 11 a.m. they had arrived at within 200 metres of South Hill. In the ensuing battle the troops displayed the greatest bravery, but the first regiment particularly distinguished itself. An incident of the regiment's advance is worthy of record. In the course of the march four men who served as standard bearers with the troops under Colonel Obara were shot down during a period of thirteen hours. The first standard bearer was Ensign Kishi, who was shot in the leg shortly after 5 a.m. about 2,300 metres from Kinchau. The plucky ensign, however, continued to walk. He at last had to give in, but before he was carried away on a stretcher, handed the standard to Ensign Esawa. Shortly afterwards Esawa was shot in the lower jaw and also in the arm, and transferred the standard to Ensign Sato. Sato was wounded by a shell, and his successor, Ensign Nomura was shot in the right arm about 4 p.m. At this time Colonel Obara was also wounded, the regiment being now within 600 metres of the enemy's position. The Colonel was hit, but his life was saved by the bullet striking the peak of his cap before touching his forehead. The enemy appeared to concentrate their fire on the standard throughout the action, and it was literally riddled with shot. By this time nearly all the officers of the regiment were either killed or wounded. When Ensign Obara was hit he got behind a trench, and there the shot was extricated. Captain Shindo and Okamura had been killed in quick succession. A Colonel, seeing the heavy loss, desired to stop the advance, but before an order to that effect could be given, an order was received from a division commander to continue the advance without loss of time. There was no alternate course, and the whole regiment made an irresistible dash at the forts, and they were captured. But it appears to have been only a brief minute of satisfying fighting on the part of the Japanese to a day of target practice for the enemy.

## A RUSSIAN PROCLAMATION.

The *Universal Gazette* publishes a proclamation to the Chinese recently issued by Viceroy Alexeeff, the gist of which is that one division of the Japanese army has crossed the Yalu and another landed at Pitsewo, the objective point of both divisions being Port Arthur, but the Russian troops have received previous instructions not to oppose the enemy and retreat to the interior of Manchuria, these being his (the Viceroy's) prearranged plan of operations. The Chinese must remember this, therefore, has nothing whatever to do with China, therefore the law-abiding citizens and public bodies should carry on their usual avocations. The retreat of the Russian troops is a prearranged plan, and it is not to be misconstrued, but they will shortly take the offensive and give the enemy an overwhelming defeat. Any natives who are suspected of assisting the Russians and rendering aid to the enemy will be dealt with as the law directs. The Russians will pay for all provisions and other articles supplied, and also for properties destroyed or damaged, etc., etc. The above proclamation again

places the responsibility of protecting the railway on those inhabitants who live within 25 versts from both sides of the line. It is a duty assigned by the Russian Government to the law-abiding people in the vicinity of the said railway, therefore they should see that it is not damaged in any way. The scale of punishment is a fine in the first case and destruction of the villages and extermination of the people when the offence is repeated. The bandits have been co-operating with the Japanese in fighting the Russians and destroying the railway but the people must remember that they (the bandits) are a lawless class and their example should not be followed. Should any join them in assisting the Japanese their villages and properties will be entirely destroyed by the Russian Authorities. The people's souls on the contrary, report to the Authorities cases in which destruction of the railway is contemplated or has been carried out.

## COST OF THE WAR TO RUSSIA.

The enormous cost of the war to the Russian Government may be seen from the following figures:

Cost for first four months up to June 1, including \$22,500,000 for railroad equipment, \$125,000,000.

After June 1, monthly cost for navy, \$3,500,000. For army at front, \$15,000,000.

Total war expense to January 1 next, \$254,500,000.

Against these extraordinary expenses are certain economies, as follows:—

On the ordinary budget, \$30,000,000.

On the extraordinary budget, \$27,500,000.

On the previous budgets, \$9,500,000.

Total, \$67,000,000.

## ITEMS.

The following items are clipped from the *Shanghai Mercury*, translated from the *Sin Wan Pao*—

Chinchou, 12th June.  
Before the occupation of Chinchou, Chou, by the Japanese, the Subprefect there had been forced by the Russians to go to Liaoyang. Proclamations issued by order of the Russian authorities have been posted along the streets and alleyways at the city of Mukden, the gist of which is, that the Russian army at Liaoyang is about to retire to the city of Mukden with the object of annihilating the Japanese army, and that the people and merchants thereof need not be alarmed.

In Liaoyang, Mukden, and Kaiyuen where there are Russian camps and commissariat quarters, Chinese are strictly forbidden to go about; at night especially the Russians are keeping up a close watch, and any one who steps over the line, contrary to the regulations, is shot dead.

General Kuropatkin has ordered the engineering corps of the third Army to the north-east of Mukden for the purpose of constructing a new road to Harbin, which will be utilised in the event of the railway being cut off. Over two thousand native workmen under the superintendence of the corps are being engaged day and night.

The Russian military authority at Liaoyang has received information from Mukden that on the 27th of this month (the 10th inst.) in the middle of the night, a band of Huanghues numbering over 700, made their way to the Russian railway, and set fire to the fire wood accumulated at Shangchengpao and Tsai-chiaku, amounting to upwards of 5,000 piculs and that when the railway guards arrived, they had already left in the direction of Kaotzeien. It is understood that this fire wood was intended to take the place of coal for the Manchurian railway.

The Russians in the south of Liaoyang, near Paitaie, have placed over thirty guns, mines, and entanglements.

Chinchou, 11th June.  
On the 26th of this month (the 9th inst.) heavy cannonading was heard here, which leads to the general conjecture that the Japanese are attacking Newchwang, and since then the Chinese defence guards have been constantly on the lookout for defeated Russians making inroads in Chinese neutral territory and against the mounted bandits seizing the opportunity to create trouble. To-day, upon inquiry from people coming from Newchwang, we learn that those sounds emanated from Kaichou Bay, and to day the sounds were again heard.

Chinchou, 12th June.  
Russian reinforcements consisting of cavalry and artillery have arrived at Taotai-pao and Muchiatun as follows:—Taotai-pao—one company over 200 strong, with over 200 horses, and 8 guns; Muchiatun—two companies consisting of twice as many men, horses, and guns. There is an engineering corps setting up high poles on the sea coast adjacent to those two places, and it is believed that they are establishing wireless telegraph to communicate with Newchwang.

Chinchou, 11th June.  
A body of Cossacks arrived at Feiyuan-shan horse-back from Tashichio; they are to be stationed in the west of Kaiping for the defence of Kaichou Bay.

This morning a wealthy Chinese with his family arrived here in a native boat from Newchwang, and he reports that the Huanghutes who went towards Tashichio, Wenchiaiku and Seutaitse are gradually returning, that they number now altogether between 4,000 and 5,000 and that, surprising as it is, each of them is armed with a modern rifle of the best pattern. (From the *Universal Gazette*.)

Chefoo, 11th June.  
That wireless communication has been established with Port Arthur in the Russian Consulate here is a fact. The Japanese Consul at this Port has presented a protest to the Taotai. There is a great scarcity of fodder at present at Port Arthur.

## TRADE MARKS REGISTRATION.

The registration of trade marks recommended to the Throne by Sir Robert Hart, whose suggestions were embodied in an *Order in Council* and published in these columns in full some weeks ago, has been approved by the Emperor Dowager, and the Shanghai authorities soon to establish a special Bureau to deal with the matter. We hear that Japanese advisers have also been engaged by the Shanghai authorities to assist that military Government.

## THE BRITISH DOLLAR.

## To the Editor of The Financier.

Every mail brings letters concerning the correspondence published from time to time in the columns of *The Financier* on the Indian rupee and British and American dollar, as to the working and estimation of the British dollar where in circulation in our overseas possessions. The following résumé may be of interest to many of your numerous Continental and over-sea readers:—

The British dollar like the American dollar under a Government guarantee, is an appreciated silver coin on a gold basis, and plays an important part in the currency of our Straits Settlements, as well as in many parts of our Eastern Empire. It is a coin equal in face value to the English double florin and the American and Mexican trade dollar, and now circulates on a 50-cent gold dollar basis, to compete with the American 50-cent gold dollar in the Philippines. The British dollar is capable of vast expansion, and might be made a valuable adjunct to our Indian rupee if these said coins were made to act automatically with each other on a gold basis—and this basis maintained not, as now, on Government guarantee, but on market value. Then these two indispensable silver coins known as the Indian rupee and British dollar would become the backbone of trading communities in most of our over-sea possessions, and hold their own in the competition among trading nations, and, if made interchangeable, would push unbound money in the Far East out of the market. The assimilation and approximation of silver money to our gold standard without a ratio of one to the other is the missing link in the money metals of our Commonwealth, and this missing link, when found and applied, will absorb all the silver the world can produce on real instead of artificial value. It is for Great Britain, with her vast over-sea possessions, to adapt silver to the gold standard in conjunction with the United States of America and Mexico, and by so doing equalise the money metals of trade and commerce. This can be done through bullion backs, without England adding one ounce of silver to present supply.

M. GADD.

Buckingham, April 7th.

## COMMERCIAL.

## SHARE LIST.

Following are further alterations in Messrs. Benjamin, Kelly & Potts' share quotations notified to us after the list had been printed:—  
Macao Steamboats... ..\$ 30 5a. & b.  
China Sugars... ..\$ 169 b.  
West India... ..\$ 39 b.

## WEEKLY SHARE REPORT.

Messrs. Benjamin, Kelly and Potts write, under date 17th inst., as follows:—

There has been a perceptible improvement in business during the week under notice, and the demand for stocks has been general.

Banks.—Hongkong and Shanghai Banks have declined and are to be had at \$560. The quotation in London is unchanged at £66 10/-.

Marine Insurances.—Unions can be placed at \$540. China Traders are in demand at \$62. Further sales of North Chinas at Tls. 62½ have been effected. Both Yangtzes and Cantons are unchanged and without business.

Fire Insurances.—Hongkong Fires keep steady at \$310. China Fires are wanted at \$86½.

Shipping.—Hongkong, Canton and Macao Steamboats are obtainable at \$24½ after sales at \$30. Indo-Chinas continued to depreciate in value and dropped to as low as \$115, but since Shanghai stopped offering forward shares, the market has firmed up, and at the close shares are required for at \$116. There is no change in China and Manilas. Douglas Steamships have been paired with at \$35½. Star Ferries (old) are in request in \$3½, and the new shares have changed hands at \$23. Shell Transports have been disposed of at 24/- and close at 22½. Shanghai Tugs have improved one point on last week's quotations: business has been transacted at Tls. 48 and Tls. 47 for the ordinary and preference shares, respectively.

Refineries.—China Sugars have been done at various rates between \$165 and \$170, closing in demand at \$168. Luxons remain out of favour at \$9, and Perak Sugars are paltered at Tls. 60.

Mining.—Raubers are in the market at \$7. Chinese Engineering are weaker with sellers at Tls. 680.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have further declined and business has been done at \$212 and \$213. Farnham's have changed hands at Tls. 135 and Tls. 137 and further shares are wanted at the former rate. Kowloon Wharfs have buyers at \$108. Hongkong Wharfs are up to Tls. 155, but shares can be obtained at this figure. Amoy Docks are on offer at \$30.

Lands, Hotels and Building.—Hongkong Lands are offering at \$158 after changing hands at this price. Shanghai Lands are firm at Tls. 110. Hongkong Hotels continue quiet at \$137.

Astor House Hotels are reported sold at \$34 and \$35, and Hotel des Colonies have been done at Tls. 113. Humphreys Estate are in request at \$12½, but are obtainable at \$12½.

Cotton Mills.—There is no change to report under this head.

Cigar Companies.—Sumatras have advanced and can be placed at Tls. 61.

Miscellaneous.—Green Island Cements have been booked at \$49 and are still required for. Chops, Borneos have been placed at \$9. A. S. Wharves are required for at \$13½. Electric (old issue) are steady at \$14; the new shares have been dealt in at \$7½, and further shares are wanted. Dairy Farms have risen to \$16 and are wanted for. Shantung Waterworks are in demand at \$17 and Chong Li-shi and Powers are quoted at \$7. Sales are reported of Central Stores at \$13. William Powells have been done at \$10. Langhams have improved to \$30½. The second quarterly dividend of the 10 in Shanghai on the 15th instant.

## YARN MARKET.

In their report, dated 17th instant, Messrs. Cawajee, Pallejies & Co. write:—There is no change for the better to be observed in our Yarn Market during the fortnight under review owing to the unfavourable advices from the interior coupled with excessive receipts from Bombay, and the extreme impatience of some of the holders to quit. The prices gave way from \$1 to \$3 per b. on last Mail's quotation. This reduction induced some of the speculators to operate, and business was reported on a fair scale. The Market closes steady. A moderate business was done in Nos. 20s. and 16s. at a decline of \$1 to \$3 per bale on last Mail's prices. As usual demand has run on Nos. 12s. and 10s. with a good lot changing hands at a concession of \$1 to \$2 per bale. Nos. 8s. and 6s. ruled quiet. Sales during the past fortnight comprised of about 1,850 bales of No. 10s.; 1,135 bales of No. 12s.; 300 bales of No. 16s.; and 825 bales of No. 20s.; in all about 4,100 bales. Arrivals per steamers *Capri*, *Laisang*, *Nankin*, *Catherine* and *Bengal* of about 11,500 bales. Shipments to Shanghai and the Northern Ports about 3,000 bales. The unsold stock is estimated at about 2,000 bales.

No business is reported in Local as well as Japanese Yarn.

Exchange.—We quote to-day on India at Rs. 136 percent. London is 9½d.=\$.

## TO-DAY'S EXCHANGE.

Selling.  
London—Bank T.T. .... 9 1/2  
Do. demand ..... 9 1/2  
Do. 4 months' sight ..... 9 1/2  
France—Bank T.T. .... 2 1/2  
America—Bank T.T. .... 4 1/2  
Germany—Bank T.T. .... 1 1/2  
India T.T. .... 135  
Do. demand ..... 135  
Shanghai—Bank T.T. .... 7 1/2  
Japan—Bank T.T. .... 8 1/2  
Singapore—Bank T.T. .... Nominal  
Java—Bank T.T. .... 108

## Buying.

4 months' sight L/C ..... 1/10  
6 months' sight L/C ..... 1/10  
30 days' sight San Francisco & New York ..... 4 1/2  
4 months' sight do. .... 4 1/2  
30 days' sight Sydney and Melbourne ..... 1/10  
4 months' sight France ..... 2 1/2  
6 months' sight " ..... 2 1/2  
4 months' sight Germany ..... 1 1/2  
Bar Silver ..... 25 1/2  
Bank of England rate ..... 3 1/2

## OPUM QUOTATIONS.

To-day's quotations are as follows:—  
Per chest  
Malwa New ..... 940/990  
" Old ..... 1,020/1,080  
" Older ..... 1,130/1,180  
" Oldest ..... 1,200/1,250  
Latna New ..... 1,195  
" Old ..... 1,225  
Benares New ..... 1,130  
" Old ..... 1,155  
Persian (Paper) ..... 900/940

## To-day's Advertisements.

THEATRE ROYAL.  
UNDER the Direction of Miss FANNY STANLEY.

TO-NIGHT! (SATURDAY), June 18th, "GRAND VAUDEVILLE."  
Part I—Offenbach's Comic One-Act Opera, "THE ROSE OF AUVERGNE."  
Part II—Grand Musical, "OLIO" introducing all the latest Songs, Dances, and Cake Walk.  
Part III—The laughable One-Act Comedy, "THE TROUBLES OF A JUDGE."

MONDAY, June 20th, GRAND COMPLIMENTARY BENEFIT

TO MISS FANNY STANLEY TO MR. ROBT. STEPHENSON, Previous to his departure from the Colony. Musical Comedy "MY SWEETHEART" Mr. STEPHENSON as Tony Faust, Miss FANNY STANLEY as Tina.

TUESDAY, June 21st, GRAND FAREWELL BENEFIT TO MISS FANNY STANLEY, AND POSITIVELY THE LAST NIGHT, By Special Request, "EAST LYNNE."

Prices... .. 3, 2 and 1 Dollars. PLAN NOW OPEN AT ROBINSON PIANO COMPANY. Doors Open 8.30. Overture 9 P.M. Late Trams will run after each performance, also Launch for Kowloon. Representative, T. EMPSON. Hongkong, 18th June, 1904. [719]

IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY.

NOTICE OF RECEIVING ORDERS AND FIRST MEETINGS OF CREDITORS.

No. 9 of 1904.

Re: THE TUNG CHAN firm, lately trading as Merchants at No. 110, Wing Lok Street, Victoria, in the Colony of Hongkong.

Receiving Order dated the 16th day of June, 1904. Petition dated the 12th day of May, 1904.

WEDNESDAY, the 22nd day of June, 1904, at 12 o'clock at Noon, precisely, has been fixed for the First General Meeting of Creditors in the above Matter, to be held at the Official Receiver's Office, Land Office, Queen's Road Central, Victoria, at 12 o'clock.

No Creditor can vote unless he previously proves his debt.

Forms of Proof and of Claim can be obtained at the Official Receiver's Office during Office hours.

At the First General Meeting, the Creditors will be asked to consider whether the Debtors shall be adjudged Bankrupts or whether they, the Creditors, will entertain a proposal for a Composition or Scheme of Arrangement.

BRUCE SHEPHERD, Official Receiver and Trustee. Hongkong, 18th June, 1904. [737]

## To-day's Advertisements.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).  
THE Company's Steamship

"YUENSANG,"  
Captain P. H. Rolfe, will be despatched as above, WEDNESDAY, the 22nd inst., at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, 18th June, 1904. [738]

## EXCURSION TO MACAO.

ON ST. ANTHONY'S DAY.

THE Splendid Steamer

"CHARLES HARDQUIN,"  
Capt. Meilin, will make an EXCURSION TRIP TO MACAO, TO-MORROW, the 19th instant, leaving the Company's wharf at end of Queen's Street, at 9.30 A.M., and leaving Macao at 8 P.M. on the return voyage.

FARE:  
1st Class.....\$3.00 Return ticket.  
and ..... 1.50  
Private Cabin, Tiffin and Dinner extra.  
Special arrangements have been made for a Late Car to the PEAK.

For further particulars, apply to— J. LANDOLT, Agent. 14, Queen's Road Central. Hongkong, 18th June, 1904. [731]

## PACIFIC MAIL STEAMSHIP COMPANY.

## NOTICE.

## CONSIGNEES OF CARGO per Steamship

## "CHINA"

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding discharge and undelivered by TUESDAY, the 21st instant, at 5 P.M., will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

E. W. TILDEN, Agent.

Hongkong, 18th June, 1904. [1]

## IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD, BREMEN.

## STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

## THE Imperial German Mail Steamship

## "ROON"

Captain G. Meiners, due with the outward German Mail at 4 P.M. on TUESDAY at 4 P.M., will leave for the above places about 12/24 hours after arrival.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 18th June, 1904. [13]

## TO LET.

LARGE HOUSE



## Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.  
JOINT SERVICES.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"KEEMUN"	On 21st June.
GLASGOW and LIVERPOOL	"MOYUNE"	On 1st July.
GLASGOW and LIVERPOOL	"OANFA"	On 15th July.
GLASGOW and LIVERPOOL	"SARPEDON"	On 15th July.
GLASGOW and LIVERPOOL	"PELEUS"	On 23rd July.
GLASGOW and LIVERPOOL	"AJAX"	On 29th July.

FOR	STEAMERS	TO SAIL
LONDON & ANTWERP	"AGAMEMNON"	On 21st June.
LONDON, AMSTERDAM & ANTWERP	"YANGTSE"	On 5th July.
GENOA, MARSEILLES & L'POOL	"DIOMED"	On 15th July.
LONDON, AMSTERDAM & ANTWERP	"KINTUCK"	On 19th July.
LONDON, AMSTERDAM & ANTWERP	"KEEMUN"	On 2nd August.
LONDON, AMSTERDAM & ANTWERP	"MOYUNE"	On 16th August.
GENOA, MARSEILLES & L'POOL	"SARPEDON"	On 20th August.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"OANFA"	On 14th July.

S.S. "HYSON" left Victoria, B.C., for Hongkong, via Japan, on 14th inst.  
For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS.  
Hongkong, 18th June, 1904.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"CHINKIANG"	20th June.
SHANGHAI	"WANGPOA"	21st "
SWATOW, CHEFOO and TIENTSIN	"TEAT"	22nd "
CEBU and ILOILO	"KANSU"	22nd " 10 a.m.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"KAIPONG"	23rd " Noon.
	"CHINGTU"	25th " 5th July.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unvalued table. A duly  
qualified Surgeon is carried.† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian  
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

**BUTTERFIELD & SWIRE,**  
AGENTS.  
Hongkong, 18th June, 1904.

## Hongkong—Manila.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon amidships—Electric  
Light—Perfect Cuisine—Surgeon and Stewardess carried.  
—All the most up-to-date arrangements for comfort of  
Passengers.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 19th June, at 10 A.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 2nd July, at 10 A.M.
PERLA	1980	A. H. Notley	"	"

For Freight or Passage, apply to

**SHEWAN, TOMES & CO.,**  
GENERAL MANAGERS.  
Hongkong, 18th June, 1904.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,  
FOR

## PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"NICOMEDIA"	4,370	Wagner	July 14th, 1904.
"ARABIA"	4,483	Bahle	August 14th, "
"ARAGONIA"	5,198	Schuldt	September 14th, "
"NUMANTIA"	4,370	"	October 14th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and  
United States Ports. For through rates of Freight and further information, communicate  
with or apply to

ALLAN CAMERON, General Agent.

## HONGKONG-MACAO LINE.

S.S. "WING CHAI,"  
Captain SAMUEL BELL SMITH:

DEPARTURES from Hongkong, on Week  
Days, at 7.30 A.M.; on Excursion Days, at  
8.30 A.M.; from Macao, Week Days at about  
2 P.M. and Sundays about 7.30 P.M.

FARE: (Week Days) 1st Class (including  
cabin and servant), \$3; Return Ticket, \$5;  
2nd Class, \$2; 3rd Class, \$1.50.

On Excursion Days, 1st, 2nd, 3rd Class  
Single Ticket, \$2; Return Ticket, \$3. Return  
Ticket including Dinner and Dinner either on  
Board or at Macao Hotel, \$5. On Sundays,  
\$5 extra will be charged for each cabin with  
accommodations for two or more passengers.

WHARF: At the Western end of Wing Lok  
Street.

THE OREGON RAILROAD AND NAVIGATION COMPANY  
SUNDAY DEPARTURES FROM HONGKONG  
SUNDAY DEPARTURES FROM HONGKONG

WING ON & CO.,  
2nd Floor, No. 14, Victoria Street,  
Hongkong, 18th June, 1904.

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.

## AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.  
From 1st January, 1904.ALSO REDUCED FARES TO  
MANILA AND RETURN.STEAMERS fitted throughout with Electric  
Light, First Class Accommodation. Un-  
rivalled Table. Duly qualified Surgeon carried.  
**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, 1st February, 1904. [104]

## MESSAGERIES CANTONNAISES.

J. TREVOUX &amp; CO.

HONGKONG-CANTON NIGHTLY  
SERVICE.

THE Commodious Steamer

"PAUL BEAU"

Captain Frangeli, leaves Hongkong for Canton  
at 9 P.M., on SUNDAYS, TUESDAYS and  
THURSDAYS, returning to Hongkong the  
following Days, leaving Canton at 5 P.M., taking  
Passengers and Cargo as usual.

The S.S. "CHARLES HARDOUIN,"  
Captain Merlin, leaves Hongkong on MON-  
DAYS, WEDNESDAYS and FRIDAYS, at  
the usual hour.

These Two Magnificent and Up-to-Date  
Steamers, are lighted with Electricity.

The Saloon is under European Supervision.

First Class European ..... \$8.00  
Second Class European ..... 3.00  
First Class Chinese ..... 1.50  
Second Class Chinese ..... .80  
Deck ..... .30

The Company's Wharf is at the end of Queen  
Street, Praya West.For further Particulars, apply to  
J. LANDOLT, Agent,  
THE PHARMACY, Queen's Road Central.  
Hongkong, 9th June, 1904. [122]

## STEAM TO CANTON.

THE New Twin Screw Steamers

Tong Captain

KWONG CHOW "3309" J. P. MARTIN.

KWONG TUNG "1238" H. W. WAI KER.

Leave Hongkong for Canton at 8.30 Every  
Evening (Saturday excepted).Leave Canton for Hongkong about 5 o'clock  
Every Evening (Sunday excepted).These Fine New Steamers have unexcelled  
Accommodation for First Class Passengers and  
are lit throughout by Electricity.Passage Fare—Single Journey ..... \$4  
Meals ..... (Each) 1The Company's Wharf is a Short Distance  
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and  
YUEN ON S.S. CO., LD.,  
No. 8, Queen's Road West.  
Hongkong, 17th February, 1904. [118]FOR SINGAPORE, PENANG AND  
CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Captain A. Stewart, will be despatched for the  
above Ports, on TUESDAY, the 21st inst., at  
3 P.M.For Freight or Passage, apply to  
DAVID SASSOON & CO., LIMITED,  
Agents.  
Hongkong, 15th June, 1904. [722]REGULAR STEAMSHIP SERVICE  
TO NEW YORK,  
VIA PORTS AND SUEZ CANAL  
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"RICHMOND CASTLE" ..... 24th June.

"ST. FILLANS" ..... 5th July.

"LOWTHER CASTLE" ..... 31st "

For Freight and further information, apply  
toDODWELL & CO., LIMITED,  
Agents.  
Hongkong, 15th June, 1904.ROYAL AERATED WATERS  
MANUFACTORY.PRODUCE the highest Class AERATED  
WATERS in the Far East on account of  
their High Class Machinery and also of the  
superior ingredients they use in the manufacture  
of their goods, and the cleanliness, &c., are all  
under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and  
HINCHLIFFE, LIMITED, Aerated Water  
Engineers and Chemists, Manchester, visited  
our factory recently in the course of a tour  
amongst Eastern Aerated Water Makers, and  
was greatly surprised at the compactness of our  
factory and also the methodical way in which  
everything pertaining to the making of Aerated  
Waters was carried out. He also expressed him-  
self strongly on the absolute cleanliness of our  
whole establishment, which he assured us was  
equal to any he had yet visited, and superior  
to a great many. He also reported that the  
quality of our goods was of a first-class nature,  
and they showed that the reputation we have  
exercised in the course of their manufacture.Order Books and Price List. Please apply to  
FACTORY and OFFICE, West Point, No. 1, 307,  
Depot, Ice House Street. Tel. 347.Dr. V. DANENBERG & F. D. DANENBERG,  
General Managers.  
Hongkong, 18th May, 1904. [107]HONGKONG METEOROLOGICAL  
SIGNALS.

A NEW CODE.

We have received from the Hongkong  
Observatory a new code of meteorological  
signals which comes into force at Hongkong  
on New Year's Day. They are the same as  
those at present in use at Shanghai, and will  
be hoisted on the mast beside the time-ball at  
Kowloon Point for the information of masters  
of vessels leaving the port. They do not neces-  
sarily imply that bad weather is expected. The  
signals are as follows:—

A cone point upwards indicates a typhoon to  
the North of the Colony.A cone point upwards and drum below indi-  
cates a typhoon to the North-East of the  
Colony.A drum indicates a typhoon to the East of  
the Colony.A cone point downwards and drum below  
indicates a typhoon to the South-East of the  
Colony.A cone point downwards indicates a typhoon  
to the South of the Colony.A cone point downwards and ball below  
indicates a typhoon to the South-West of the  
Colony.A ball indicates a typhoon to the West  
of the Colony.A cone point upwards and ball below indi-  
cates a typhoon to the North-West of the Colony.Red Signals indicate that the centre  
believed to be more than 300 miles away from  
the Colony.Black Signals indicate that the centre is  
believed to be less than 300 miles away from  
the Colony.

The above signals will, as heretofore, be  
hoisted only when typhoons exist in such posi-  
tions or are moving in such directions that in-  
formation regarding them is considered to be of  
importance to the Colony or to shipping leav-  
ing the harbour.

## NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad  
weather in the Colony and that the wind is  
expected to veer.Two lanterns hoisted horizontally indicate  
bad weather in the Colony and that the wind is  
expected to back.

The signals are repeated on the flagstaff of  
the Godown Company at Kowloon, and also,  
by day only, at the Harbour Office and on H  
M's Receiving Ship.

## LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching  
typhoons by means of the Typhoon Gun placed  
at the foot of the mast, which is fired whenever  
a strong gale of wind is expected to blow here.

## NOTICE BOARDS.

Notice boards are placed at—

Joint Cable Companies' Office,

Ferry Company's Pier, Ice House Street.

Blake Pier.

Post Office.

Harbour Office.

Ferry Company's Pier, Kowloon.

WEATHER-FORECASTS AND STORM-  
WARNINGS are exhibited on the above boards  
daily about 11 a.m., and also at other hours,  
day or night, whenever necessary. Informa-  
tion of importance is also issued by "Express."THE CHINA COAST METEOROLOGICAL  
REGISTER is exhibited at the same place daily  
about noon. It contains observations made at  
Hongkong and at a number of stations in the  
Far East, together with Remarks, Weather-  
forecasts, and information regarding the exist-  
ence and movements of typhoons based thereon.

## SPECIAL INQUIRIES.

Masters of vessels or their agents may,  
whenever necessary, call at the Telegraph  
Company's Office in Connaught Road and  
send telegrams to the Observatory asking for  
special information without charge. Such  
inquiries may also be sent from the Police  
Station at Kowloon Point which is connected  
with the Observatory by telephone.

## THE LAW OF STORMS.

Further information concerning the weather  
to be expected while signals are hoisted, and  
sailing directions, are given in "The Law of  
Storms in the Eastern Seas."

F. G. FLOO,

Acting Director.

Hongkong, Observatory, 2nd January, 1904.

HONGKONG AVERAGE MARKET  
PRICES.

Corrected 17th June, 100 cts. per 3 Mox.

## BUTCHER MEAT.

Cents.

Beef sirloin &amp; prime cut—Mei Lung Pa, b

" Corned—Ham Ngau Yuk

" Roast—Shiu " "

" Breast—Ngau Lam

" Soup, Tong Yuk

" Steak—Ngau Yuk Pa

" " Serjoin—Ngau Lau

" Sausages—Ngau Yuk Chauing

" Tongue fresh—Ngau Li

" " corned—Ham Ngau Li

" Head—Ngau Tau

" Heart—Ngau Sum

" Hump, Salt—Ngau Kin

" Feet—Ngau Kerk

" Kidneys—Ngau Yiu

" Tail—Ngau Mei

" Liver—Ngau Con

" Tripe (undressed)—Ngau To

" Calves' Head and Feet—Ngau-chai-

tau-keok

Mutton Chop—Yeung Pai Kw

" Leg—Yeung Pei

" Shoulder—Yeung Shau

" Chilling—Chi cheong

" Chins—Chi Kw

" Chi Kerk

" Chi Chak

" Chi Tau

" Kidneys—Chi Yiu

" Liver—Chi Kon

" Pork Chops—Chi Pai Kwat

" Corned—Ham Chu Yuk

" Leg—Chu Pei

" Fat or Lard—Chu Yau

Sheep's Head and Feet—Yeung Tau

" Keok

" Heart—Yeung Sum

" Kidneys—Yeung Yiu

" Liver—Yeung Con

Sucking Pigs, To Order—Chu Chai

Suet, Beef—Sang Ngau Yau

" Mutton—Sang Yeung Yau

Veal—Ngau Chai Yuk

" Sausages—Ngau Chai Yuk Tong

## POULTRY.

Chicken—Kai Chai

Capon, Large, Small—Sin Kai

Ducks—Ap

Doves—Pan Kau

Eggs, Hen—Kai Tai

Fowls, Canton—Kai

" Hainan—Hoi Nam Kai

Geese—Ngai

Geese, Wild Shanghai—Sheung Hoi Ye

" Ngo

Musk Deer—Wong Keng

Hare—Tu Chai

Partridge—Che Khoo

Pheasant—Shan Kai

Pigeons, Canton—Pak Kup

" Hoihow—Hoihow Pak Kup

Quail—Um-Chun

Rice Birds—Wo Fa Cheuk

Snipe—Sa Chai

Turkeys, Cock—Fo Kai Kung

" Hen—" Na

Wild Ducks, Shanghai, Sui-ap

Teal, Shanghai, Sui Ap Chai

Wild Ducks, Ca

" Ape

## FISH.

Barbel—Ka Yu

Bream—Bin Yu

Canton Fresh Water Fish—Hoi Sin Yu

Carp—Li Yu

Catfish—Chik Yu

Codfish—Mun Yu

Crabs—Hai

Cuttle Fish—Muk Yu

Dab—Sa Mang Yu

Dace—Wong Mei Lun

Dog Fish—Tit Tu Sa

Eels, Congor—Hoi Man Yu

" Fresh water—Tam Sui Yu

" Yellow—Wong Sin

Frog—Tien Kai

Garoupa—Sek Pan

Gudgeon—Pak Kup Yu

Herring—Tao Pak

Halibut—Cheung Kwan Yu

Labrus—Wong Fa Yu

Loach—Wu Yu

Lobsters—Lung Ha

Mackerel—Chi Yu

Monk Fish—Mou Yu

Mullet—Chai Yu

Oysters—Sang Hoo

Parrotfish—Kai Yung Yu

Perch—Tau Loo

Pike—Fa Pau

Plaice—Pan Yu

Pomfret—Hoi Ching

Poutfish—Wong Pak Ching

Prawns—Ming Ha

Ray—Pei Pa Sa

Rock Fish—Sek Kau Kung

Roach—Chun Yu

Salmon, (Cton), fresh water—Ma Yau

Shark—Sa Yu

Skate—Po Yu



## Intimation.

## THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS—Telegraph, Hongkong

THE leading English Newspaper in China  
Also widely circulated in Japan, Ceylon,  
China, Ceylon, India and the Far East  
generally.

A daily newspaper with weekly edition  
published for despatch by the homeward mail  
The daily is recommended as more generally  
suitable, except for subscribers in Europe or  
America.

A special feature is made of full and accurate  
reports of local occurrences, and of mat-  
ters of general interest.

## ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best  
medium for advertising in China. It circulates  
largely among all classes of the community,  
is the largest daily newspaper and has a  
wider circulation than any journal in the Far  
East.

Special attention given to effectively display-  
ing advertisements.

The type used as a standard for setting  
advertisements is similar to this, unless we are  
instructed to display the advertisement, when  
any effective style of type will be adopted.  
This standard runs exactly eight lines to the  
inch, and about eight words to the line.

## ADVERTISEMENT RATES.

(per inch.)

One week	2.85
One month	7.20
Two months	13.00
Three "	20.00
Six "	37.50
Twelve "	73.00

No charge less than one dollar.

Discount allowed—

3 Months Contracts	5 per cent.
6 "	10 "
12 "	25 "

## DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages  
at each insertion in the Daily and Weekly

## CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements  
can be ascertained from the Manager.

Advertisements for the Daily should reach  
the Hongkong Telegraph Office not later than  
noon of the day they are intended to appear.

Unless otherwise specified all advertisements  
will be repeated and charged for until counter-  
manded.

## JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

## PROGRAMMES

## PAMPHLETS.

## CARDS.

## CIRCULARS.

## EXPRESS.

All job printing is done under European  
supervision, well turned out, free from errors,  
and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on  
application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road,

Hongkong.

## Shipping.

China, Am. s.s., 1,860, D.E. Friele, 17th June,  
San Francisco and Shanghai 17th June,  
Mails and Gen.—P. M. S. S. Co.  
Petrarch, Ger. s.s., 1,250, Ch. Ahrens, 17th  
June, Chefoo 11th June, Beans and Gen.  
—Wing Sing & Co.  
Apenrade, Ger. s.s., 611, A. P. Oldemp, 17th  
June, Pakhoi 14th June, and Hoilow  
16th, Gen.—J. & Co.  
Loosok, Ger. s.s., 1,020, G. Schulzen, 17th  
June, Bangkok and Kohsichang 11th  
June, Rice and Wood.—B. & S.  
Chiyuen, Ch. s.s., 1,177, Stewart, 17th June,  
Shanghai 14th June, Gen.—C. M. S. N.  
Co.  
Dovedale, Br. s.s., 1,854, Goodwin, 18th June,  
—Swatow 16th June, Ballast.—B. & Co.  
Meefoo, Ch. s.s., 1,320, J. Whiteford, 18th June,  
—Canton 17th June, Gen.—C. M. S. N.  
Co.  
Chinkiang, Br. s.s., 1,220, T. Robertson, 18th  
June, Canton 17th June, Gen.—B. & S.  
Teau, Br. s.s., 1,345, A. Sommerville, 18th June,  
—Manila 15th June, Ballast.—B. & S.  
Hailan, Fr. s.s., 377, L. Andersen, 18th June,  
—Pakhoi and Hoilow 17th June, Gen.—A.  
R. M.  
Triumph, Ger. s.s., 679, A. Hansen, 18th June,  
—Fochoo via Amoy and Swatow 17th  
June, Gen.—J. & Co.  
Tys, Nor. s.s., 1,412, D. L. Danielsen, 18th  
June, Canton 17th June, Coal.—S. W. &  
Co.

Clearances at the Harbour Office.  
Itha Verde, for Macao.  
San U, for Wuchow.  
Hoi I, for Canton.  
Tyr, for Hongkong.  
Charles Hardouin, for Canton.  
Paul Beau, for Canton.  
San Cheong, for Canton.  
Kwongchow, for Canton.  
Haitian, for Swatow.  
Chiyuen, for Canton.  
Fritiof, for Swatow.  
Linton, for West River.  
Wing On, for Kwong-chow-wan.  
Wo Ping, for West River.  
Indragama, for Calcutta.  
Yingking, for Canton.  
Haitian, for West River.  
Kongnam, for West River.  
Haitian, for West River.  
Dovedale, for Singapore.  
Haitian, for Ocean Island.  
Haitian, for Bangkok.  
Haitian, for Macao.  
Haitian, for Kobe.  
Haitian, for Batavia.

Coromandel, for India.  
Zafra, for Manila.  
Haitian, for Amoy.  
Tsinan, for Bangkok.  
Odd, for Bangkok.  
Germania, for Moji.  
Haitian, for Ocean Island.  
Carl Diederichsen, for Hoilow.  
Haitian, for Coast Ports.  
Yingking, for Singapore.  
Borg, for Bangkok.  
Haitian, for Saigon.  
Haitian, for Shanghai.  
Chiyuen, for Canton.  
Wilmington, U.S. gunboat, for Manila.

Per Chiyuen, from Shanghai—97 Chinese.  
Per Petrarch, from Chefoo—Misses Johanna  
Jadelaar, Cailiez, Charles Nicolas, and 9 Chi-  
nese.  
Per China, from San Francisco, 80—Mr.  
and Mrs. F. C. Arrance and son, Messrs T. W.  
Barnett, W. E. Bridenstone, G. A. Drago, A.  
S. Flund and R. J. Kazzelline, Hon. and M.  
J. C. Jenkins and family, Miss L. M. Mc-  
Ethan, Messrs. A. A. Nesowthy, Frank  
Pittman, A. W. Stiven, R. G. Treat, O. G.  
Wolcott, Chan Tin Son and son, Tang Che-  
Yeung and servant, Leong Lee Gord and  
servant, Geo. N. Anderson, L. B. Balz, L. L.  
Bernheim, C. H. Crooks and H. E. Eagle,  
Mr. and Mrs. M. W. Fox, Messrs. F. C.  
Kennedy, John C. Koch, Wm. Mustard, R. F.  
Nymann, C. S. Lee, B. E. Swem, J. E. Walther,  
G. M. Zerbe, F. E. Green, Wm. Berol, B. B.  
Barton, N. F. Boyle and infant, W. J. Edmond,  
D. G. Gunnell and J. J. Heffington, Messrs B.  
Bain, M. A. Coville and E. C. Kinne, Messrs.  
E. C. Koerner, Arthur Nelson, F. H. Pinkard,  
J. L. Sibley, Mr. and Mrs. T. M. Temple-  
ton and child, Lieut. A. Dymock, Messrs.  
W. Tuthery and P. Berol.  
Per Tien, from Manila—Misses Doyle, R.  
Nickle, Mrs. Agapio Molina, Mr. and Mrs. N.  
T. Campbell and child, Messrs. J. Marshall, J.  
J. Grey, Capt. W. Mo, R. Mason, Messrs. C. C.  
Brown, T. C. Tister, Bartolome Jones, Mr.  
and Mrs. W. H. Millington and a child, Mr.  
Messrs. B. D. Dixon, V. G. Lewis,  
Messrs. J. J. Kottiger, Vicente Garcia, Jacinto  
Trujillo, Alejandro Sales, and 90 Chinese.

Passengers depart for  
Per Mongolia, for San Francisco, 80—Mr.  
and Mrs. E. C. Sharpe, Prof. J. E. Munro,  
Mr. and Mrs. W. T. Ballantyne, Mrs. W. H.  
Mitchell, Mrs. G. Reyes, Laiz, Mr. and Mrs.  
Robert J. Teall, Rev. W. A. Stanton, Mr. and  
Mrs. A. Carvalho, Miss Trom, Mr. J. S.  
Van Buren, Mr. M. Seely, Messrs. C. A. A.  
Dudok, De Wit, Dr. J. W. Noble, Mr. W. R.  
Reber, Mr. and Mrs. C. A. Morrob, Dr. L. R.  
Thompson, Mr. Wm. Davidson, Mr. and Mrs.  
G. W. Gregory, Messrs. Emil Agaton, A. F.  
Eatonman, H. H. Murphy, Mr. and Mrs. W. H.  
Thebaut and infant, Messrs. A. A. Manogue,  
J. J. McGlinchey, Lt. Comdr. R. G. Gutierrez,  
Messrs. J. J. Kottiger, Vicente Garcia, Jacinto  
Trujillo, Alejandro Sales, and 90 Chinese.

Per Parra, for Shanghai—Mr. T. M. Mitchell,  
Mrs. Sophie Samson, Mrs. Ida Nagelberg, Mrs.  
Sophie Kogen, Mrs. Ida Nagelberg, Mrs. Jaug  
Zaiden, Mr. S. F. Hosen and child, Mrs. Rev. Father  
Pigott, Messrs. B. Boding and Abraham Del-  
wol, For Kobe—Mr. E. M. Fildhousein, and  
Chinese. For Yokohama—Mr. and Mrs. B.  
Gille Gloria and son, and a Chinese.

## Shipping Report.

Str. Tean from Manila—Fresh S.W. winds,  
with squalls and showers and heavy beam sea,  
but weather and sea moderately approaching  
Waglan.

## Vessels in Port.

## STEAMERS.

America Maru, Jap. s.s., 6,300, W. W. Greene,  
9th June, San Francisco 12th May, and  
Shanghai 6th June, Mails and Gen.—T. K.  
K.  
Catherine Apar, Br. s.s., 1,730, A. Stewart,  
13th June, Calcutta 28th May, Penang  
and Singapore 8th June, Gen.—D. S. &  
Co., Ltd.  
Decima, Ger. s.s., 794, C. Christiansen, 11th  
June, Chefoo 15th June, Beans—S. W.  
& Co.  
Els, Ger. s.s., 903, J. Petersen, 9th June,  
Touane 6th June, Coals.—J. & Co.  
Empress of India, Br. s.s., 3,032, O. P. Marshall,  
15th June, Vancouver 24th May, and  
Shanghai 12th June, Mails and Gen.—C.  
P. R. Co.  
Fritiof, Nor. s.s., 801, Haraldsen, 15th June,  
Tamsui via Amoy 12th June, Tea—O. S.  
K.  
Indramamba, Br. s.s., 3,166, W. E. Craven,  
11th June, 7th June, Kobe 1st June, Gen.—  
P. & A. S. S. Co.  
Jacob Diederichsen, Ger. s.s., 623, B. Ohlsen,  
11th June, Hongkong and Hoilow 8th  
June, Gen.—J. & Co.  
J. W. Taylor, Br. s.s., 1,793, John Waters, 13th  
June, Penarth 13th May, Coals.—Gillman  
& Co.  
Lajang, Br. s.s., 2,224, E. J. Tadd, 6th June,  
Calcutta 21st May, Penang 26th, and Sin-  
gapore 31st, Gen.—J. M. & Co.  
Marie Leisen, Ger. s.s., 1,771, H. Lorenzen,  
16th June, Moji 9th June, Coal—M. B.  
K.  
Perla, Br. s.s., 1,287, A. H. Nottley, 15th June,  
Manila 10th June, Ballast.—S. T. & Co.  
Aust. s.s., 5,804, P. Craglie, 16th  
June, Trieste via Bombay and Singapore  
1st April, Gen.—S. W. & Co.  
Y. s.s., 1,371, G. Hillman, 16th  
June, Bangkok via Hoilow 5th June,  
L. and Wood.—M. & Co.  
Br. s.s., 1,258, Morrell, 10th June,  
10th June, Submarine Cable.—E. E.  
Telegraph Co.  
Signal, Ger. s.s., 927, A. Bendixen, 15th June,  
Bangkok 8th June, Rice.—J. & Co.  
Thema, Nor. s.s., 1,209, T. Thammassen, 15th  
June, Kobe 8th June, Gen.—Yee Woo.

## SAILING VESSELS.

Eclipse, Br. ship, 1,978, J. McBryde, 10th May,  
—New York 10th Dec. 1903, Case Oil.  
S. O. Co.  
Keenmore, Br. bq., 2,334, Burch, 14th June,  
—New York 29th Jan. 1904, Kerosine.—S. O. Co.  
Marble, Ital. bq., 1,118, D. Urao, 9th April,  
—Freemantle 7th Feb. 1904, Sandalwood.  
—Oiler.  
Tronque, Br. bq., 949, A. Hutton, 28th May,  
—Freemantle 23rd May, Sandalwood.  
—Gillman & Co.

A Mail will close for—  
Macao—Per Hongkong, 10th June, 9 A.M.  
Canton—Per Hankow, 10th June, 9 A.M.  
Shanghai, Yokohama and Kobe—Per Piria,  
10th June, 9 A.M.  
Swatow, Amoy and Tamsui—Per Fritiof,  
10th June, 9 A.M.  
Kongkong, Kunchuk and Samshui—Per  
Linton, 10th June, 9 A.M.  
Ningbo—Per Taichung, 10th June, 9 A.M.  
Sanfai—Per Hoi Fu, 10th June, 9 A.M.  
Macao—Per Wingchui, 10th June, 9 A.M.  
Macao—Per Hongkong, 10th June, 11 P.M.  
Chefoo—Per Kowloon, 10th June, 2 P.M.  
Ningbo and Shanghai—Per Chinkiang, 10th  
June, 3 P.M.  
Kongkong, Kunchuk and Samshui—Per  
Taichung, 10th June, 5 P.M.  
Sanfai—Per Hoi Fu, 10th June, 5 P.M.  
Macao—Per Wingchui, 10th June, 5 P.M.  
Macao—Per Hongkong, 10th June, 5 P.M.  
Chefoo—Per Kowloon, 10th June, 5 P.M.  
Ningbo and Shanghai—Per Chinkiang, 10th  
June, 5 P.M.  
Kongkong, Kunchuk and Samshui—Per  
Taichung, 10th June, 5 P.M.  
Sanfai—Per Hoi Fu, 10th June, 5 P.M.  
Macao—Per Wingchui, 10th June, 5 P.M.  
Macao—Per Hongkong, 10th June, 5 P.M.  
Chefoo—Per Kowloon, 10th June, 5 P.M.  
Ningbo and Shanghai—Per Chinkiang, 10th  
June, 5 P.M.

Europe, &c., India, via Tuticorin—Per  
Zita, 12th June, 10 A.M.  
Singapore, Nagasaki, Kobe, Yokohama,  
Victoria and Vancouver, H.C.—Per Empress  
of India, 22nd June, 11 A.M.  
Manila—Per Tean, 22nd June, 3 P.M.  
Manila—Per Rolo, 25th June, 9 A.M.  
Cebu and Iloilo—Per Kailang, 25th June,  
11 A.M.  
Kongkong, Kunchuk and Samshui—Per  
Linton, 10th June, 11 A.M.  
Moji, Kobe, Yokohama, Victoria, B.C., and  
Tacoma—Per Tientsin, 28th June, 10 A.M.  
Shanghai, Nagasaki, Kobe, Yokohama,  
Honolulu and San Francisco—Per China, 28th  
June, 10 A.M.  
Europe, &c., India, via Tuticorin—Per  
Himalaya, 28th June, 11 A.M.  
Thursday Island, Cooktown, Cairns, Towns-  
ville, Brisbane, Sydney and Melbourne—Per  
Australia, 2nd July, 11 A.M.  
Europe, &c., India, via Tuticorin—Per  
Bengal, 2nd July, 11 A.M.  
Port Darwin, Thursday Island, Cooktown,  
Cairns, Townsville, Brisbane, Sydney and  
Melbourne—Per Chingta, 10th July, 3 P.M.  
Shanghai, Nagasaki, Kobe, Yokohama,  
Victoria and Vancouver, H.C.—Per Empress  
of Japan, 13th July, 11 A.M.

Steamers Expected.

Vessels From Agents Due

Rubi Manila S. T. &amp; Co June 20

Zieten Japan M. &amp; Co June 21

Roon Singapore M. &amp; Co June 21

Magagon Singapore R. &amp; S June 21

Keenun Singapore R. &amp; S June 21

Bucantun Singapore N. Y. K June 21

Kailang Iloilo B. &amp; S June 21

Namsang Singapore J. M. &amp; S June 21

C. Ferd. Leipzig Singapore C. J. L June 21

Jimbah Japan C. J. L June 21

Talyan Sydney C. B. S June 21

Athenian Vancouver C. B. S June 21

Suisang Calcutta J. M. &amp; S June 21

Nicomedia Poland J. M. &amp; S June 21

Emp. of Japan Vancouver C. B. S June 21

## TO-MORROW.

St. John's Cathedral, Hongkong.  
The following will be the order of service  
to-morrow:  
Holy Communion 7.30 a.m., Matins 11 a.m.,  
Responses: Ferial, Psalms: Old Melody, Lawes  
and King, Te Deum: Russell, Jones and Pye,  
Benedictus: Beethoven in D, Hymn: 281.  
Holy Communion 12 noon, Kyrie: Calkin  
in B flat 2nd, Hymns: 221 and 259.  
Evensong 5.45 p.m., Responses: Ferial,  
Psalms: Fussell, Battisill and Hayes, Magni-  
ficat: Turle in F, Nunc Dimittis: Gilbert in  
G, Hymns: 271, 281 and 296, Vesper Hymn:  
Ward (No. 2.)

St. Peter's Seamen's Church.  
Queen's Road West.  
Third Sunday after Trinity.  
Matins 11 a.m., Venite, Ouseley; Te Deum,  
Gregory; Benedictus, Smart; Hymns: 7, 181,  
342 and 220. Kyrie.  
Holy Communion 12.15 p.m.  
Evensong 6.30 p.m., Magnificat, Jones;  
Nunc, Stephens; Hymns: 15, 26, 591 and 592.  
The Church launch Day Spring will call on  
ships carrying white crews to bring friends  
ashore to the services between 9.15 and 10.30  
a.m., and between 5.15 and 6 p.m. (Kowloon  
Police Pier, 10.30 and 6 p.m.); returning after-  
wards. The Answering Pennant is the Call  
flag. All the sittings are free and unappropi-  
ated. Visitors welcome. Books, &c. provided.  
Sunday school 10 to 10.45 a.m.  
Roman Catholic Cathedral.—Mass at 6 a.m.,  
7 a.m., 8 a.m., and 9.30 a.m. Benediction,  
5.30 p.m.  
German Bethesda Chapel, West Point.—  
Morning Service, 11 a.m.  
St. Francis Church, Wanchai.—Mass (Chin.)  
a.m., (Port.), 7.30 a.m. Benediction,  
8 a.m.  
St. Joseph's Church, Garden Road.—Morning  
Service (English), 9 a.m.  
St. Anthony's Chapel, West Point.—Mass,  
8 a.m.

Westley Garrison and Naval Church.  
Wanchai.—Sunday 10.15 a.m., Sunday  
3 p.m., Sunday School and Sunday Bible  
Class Sunday 8 p.m. Thursday 7.30 p.m.,  
Bible Class.  
Union Church.—Services, 11 a.m. and 6 p.m.  
Hongkong & Whampoa Dock Returns.  
U.S.S. Pathfinder at Kowloon Dock.  
Fausang " " " " " "  
Heathburn " " " " " "  
H.M.S. Taku " " " " " "  
Heathford " " " " " " " " " " " "

Ships Passed The Canal.  
Outward—1st June—Anapa, Siam, Suez,  
Germania, Badania, Roon, Indragama, 4th  
June—Tonkin, Moymun, Silvia, 6th June—  
Benlarig, 7th June—Radnorshire, 10th June—  
—Jumna, Nippon, Sithonia.  
Homeward—1st June—Brigavia, 6th June—  
—Telemachus, Polymestir.  
Arrivals at Home—1st June—Idoneus,  
4th June—Adestina, Prinz Heinrich, Annam,  
7th June—Tydeus, 14th June—Antenor, Bor-  
neo, Trieste, Formosa, Glenroy, Palawan.

CHINA COAST METEOROLOGICAL REGISTER.  
June 17th, 1904, a.m.  
Bar. Th. Hu. Wind. Wv.  
Vladivostok 7 a.m. — — — — —  
Nemuro 6 a.m. 29.65 — — — — —  
Hakodate " 29.61 — — — — —  
Tokio " 29.59 NW 2 — — — — —  
Kochi " 29.64 R 2 — — — — —  
Nagasaki " 29.75 — — — — —  
Oshima " 29.76 — — — — —  
Naha " 29.85 SW 2 — — — — —  
Ishigaki " 29.77 S 6 — — — — —  
Taihoku 5 a.m. — — — — —  
Taichung " — — — — —  
Tainan " — — — — —  
Koshu " — — — — —  
Pescadore " — — — — —  
Weihaiwei 9 a.m. 29.64 71 100 SE 4 om  
Gulf of Peik " 29.67 71 100 SE 4 om  
Sharp Peak " 29.67 71 100 SE 4 om  
Amoy 6.30 a.m. 29.76 79 95 SSE 1 c  
Canton " 29.67 85 96 — — — — —  
Hongkong 10 a.m. 29.67 85 96 SW 1 c  
Victoria Peak " 29.67 85 96 SW 1 c  
Gap Rock " 29.67 85 96 SW 1 c  
Haliphong " 29.67 85 96 SW 1 c  
Manila " 29.67 85 96 SW 1 c  
Bacolor " 29.67 85 96 SW 1 c  
Iloilo " 29.67 85 96 SW 1 c  
Cebu " 29.67 85 96 SW 1 c  
C. St. James 10 a.m. — — — — —

PEAK.  
McDermott, A. P. B.  
Moxon, Mr. and Mrs.  
Herbert  
Paxton, Mr.  
Pollock, H. E.  
Post, N.  
Reber, W. R.  
Sawyer, Mrs. W. E.  
Sinclair, A.  
Skellern, Mrs.  
Smith, C. W.  
Spaulkover, W. O. C.  
Stevenson, D.  
Stokes, Mr.  
Uffel, W. von  
Watkins, R. E., Capt.  
and Mrs.  
Watson, Mr. and Mrs.  
Watson, Comdr. and  
Mrs.  
Webb, S. T.  
White, Dr. and Mrs.  
M. J.  
Yates, Mr. & Mrs. C. C.  
CRAIGIEBURN.  
Cowan, Mrs. & Miss  
Dann, G. H.  
Drayson, Mr. and Mrs.  
Forrest, T. S.  
Gaskell, Mr. and Mrs.  
Griffith, Mrs.  
Harrison, W. S.  
Macdougall, Mrs. W.  
and children  
D.  
Adamson, Mrs. & child  
Barker, W.  
Bohm, Dr.  
Bullerman, A.  
Bunner, Mr. and Mrs.  
W. C.  
Chandler, Lieut. F.  
Ernst, J.  
Hampt, Mr.  
Harms, F.  
Harro, H. W.

## HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT
despatch-vessel...		1,700	—	3,000	Commander O. de B. Brock	Shanghai
battle-ship, 1st class		12,950	16	13,500	Captain Sydney R. Fremantle	Wusung
ship		1,050	6	1,400	Commander R. Nugent	Shanghai
cruiser, 1st class		11,000	16	18,000	Captain Charles Windham, C.V.O.	Wusung
cruiser, 1st class		11,000	16	16,500	Captain R. Nelson O'Malley	Wusung
gunboat, 1st class		710	6	1,300	Lieut.-Commander Oscar M. Makins	Ichang
gunboat, 1st class		710	6	1,300	Lieut.-Commander T. D. Pratt	Hankow
battle-ship, 1st class		10,500	14	13,000	Captain Fegan	Wusung
cruiser, 1st class		12,000	14	21,000	Captain Henry M. Tudor	Wusung
water tank and tug		390	—	300		Hongkong
cruiser, 2nd class		5,600	11	9,600	Captain Robert H. S. Stokes	Wusung
ship		1,070	10	1,400	Commander Ernest Barton	Chinwangtao
torpedo boat destroyer		360	6	5,700	Lieut.-Commander C. Asse	Shanghai
cruiser, 3rd class		1,580	12	3,200	Commander P. V. Lewis, D.S.O.	Chemulpho
battle-ship, 1st class		12,950	16	13,500	Captain W. A. Carter	Yangtze
torpedo boat destroyer		275	6	4,000		Hongkong
torpedo boat destroyer		275	6	4,000		Hongkong
store-ship		1,640	—	800	Commander J. D. Daintree	Shanghai
cruiser, 2nd class		3,600	8	7,000	Captain William B. Fawcett	Hongkong
torpedo boat destroyer		280	6	3,900	Lieut.-Commander J. A. Gregory	Shanghai
river gunboat		—	4	—	Lieut.-Commander G. B. Powell	Chungking
cruiser, 1st class		14,100	18	31,500	Captain F. G. Kirby	Wusung
river gunboat		180	2	800	Lieut.-Commander F. B. Noble	Shanghai
battle-ship, 1st class		12,950	16	13,500	Captain T. G. Green, R.N.	Hongkong
torpedo boat destroyer		350	6	6,300		Hongkong
ship		1,015	6	1,400	Commander W. H. Nicholson	Nanking
surveying-vessel		835	6	650	Captain Morris H. Smyth	Amoy
ship		980	10	1,400	Commander D. St. A. Wake	Singapore
river gunboat		85	2	240	Lieut.-Commander John P. Ives	Canton
ship		980	6	1,400	Commander T. Jackson	Shanghai
river gunboat		85	2	240	Lieut.-Commander H. T. Atlay	Hongkong
cruiser, 2nd class		3,600	8	9,000	Captain C. H. H. Moore	Singapore
river gunboat		85	2	240	Lieut.-Commander Davidson	Wuhu
torpedo boat destroyer		355	6	6,300	Lieut.-Commander C. G. Codrington	Wusung
torpedo boat destroyer		250	6	6,000	Fleet-Reserve	Wusung
receiving ship		4,650	6	—	Commodore Dicken	Hongkong
river gunboat		1,400	2	800	Lieut.-Commander E. V. Dugmore	Hankow
cruiser and class		3,600	8	9,000	Captain J. A. C. Wilkinson	Shanghai
coast defence gunboat		353	3	200	Lieut.-Commander R. H. Keate	Kiukiang
battle-ship, 1st class		12,950	16	13,500	Captain Leslie Stuart, C.M.G.	Wusung
ship		980	6	1,400	Commander S. St. John Farquhar	Singapore
torpedo boat destroyer		355	6	6,300		Hongkong
surveying ship		620	—	450	Lieut.-Commander Ernest C. Hardy	Shanghai
torpedo boat destroyer		350	6	5,900	Lieut.-Commander H. M. Wells	Shanghai
river gunboat		150	2	550	Lieut.-Commander Hugh Somerville	Hankow
river gunboat		150	2	550	Lieut.-Commander Wesson	Chungking
Admiral Sir Denham H. Noel, Commander-in-Chief.						



## Mails.

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANÇAIS.

## NOTICE.

## STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 28th June, 1904, at 1 P.M., the Company's Steamship "HIMALAYA," Captain J. Combe, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

This Steamer connects at COLOMBO with the Australian Line S.S. *Dumbea* bound for MARSEILLES via BOMBAY and ADEN. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on MONDAY, the 27th June, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 15th June, 1904.



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

## STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS. H.E. Steamship.

Captain G. Phillips, carrying His Majesty's Mails, will be dispatched from this Port for BOMBAY, on SATURDAY, the 2nd July, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Oriental* due in London on the 15th August.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 17th June, 1904.

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
<i>Tremont</i> .....	9,606	T. W. Garlick.	June 28
<i>Lyra</i> .....	4,417	G. V. Williams.	Aug. 4
<i>Shawmut</i> .....	9,606	W. M. Smith.	Sept. 1
<i>Tremont</i> .....	9,606	T. W. Garlick.	Oct. 1
<i>Shawmut</i> .....	9,606	W. M. Smith.	...

† Cargo only.

## FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

*Shawmut* .....

*Tremont* .....

*Shawmut* .....

*Tremont* .....

*Shawmut* .....

*Tremont* .....

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## Consignees.

## COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Charente* and *Douro*, and from Havre ex s.s. *Douro*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after FRIDAY, the 24th June, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 24th June, or they will not be recognised.

All damaged packages will be examined on FRIDAY, the 24th June, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 17th June, 1904.

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

## "BENGAL,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. *Australia* and *Syria*.

From Australia, ex S.S. *Marmora*.

From Calcutta, ex S.S. *Japan*.

From Persian Gulf, &c., ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 22nd instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 16th June, 1904.

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

## "NANKIN,"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 19th instant at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 13th June, 1904.

## BOSTON STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

STEAMSHIP "TREMONT,"

FROM SEATTLE, VICTORIA, YOKO-

HAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL &amp; CO., LIMITED, Agents.

Hongkong, 14th June, 1904.

## AN APPEAL.

THE SUPERIORESS OF THE ITALIAN

CONVENT, CAINE ROAD, begs most

respectfully to APPEAL to the Residents of

Hongkong and the Coast Range, for their kind

patronage and support, and desires to state that

she will be pleased to receive orders for all kinds

of NEEDLE WORK.

Gentlemen's Shirts made to order, and

and Collars renewed on old ones.

Ladies and Children's Under-clothing,

trousers, and all kinds of Sewing

Materials can be supplied, if required.

The Superioress will also be pleased to

for any PAPER, or old ENVELOPES,

into Books for the Children of the Poor,

who are taught by the Sisters.

Hongkong, 22nd April, 1904.

## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY &amp; POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation .....	80,000	\$125	\$125	\$10,000,000	\$1,417,366	Div. of £110/- and bonus of 10/- @ exchange 1/81 = \$22.994 for half year ending 31.12.1903 .....	6 1/2 %	\$600 sellers
National Bank of China, Limited .....	4,745,333	£10	£8	\$250,000	\$21,668	\$2 (London 3/6) for 1903 .....	5 1/2 %	London £66.10/-
Do. (Founders) .....	750	£1	£1	\$175,533		None .....		\$38 buyers
<b>MARINE INSURANCES.</b>								
Union Insurance Society of Canton, Limited .....	10,000	\$250	\$100	\$1,750,000	\$1,959,926	\$32 for 1901 .....	5 1/2 %	\$540 buyers
China Traders' Insurance Company, Limited .....	24,000	\$83.33	\$25	\$1,500,000	Nil.	\$4 for year ended 30.4.1903 .....	6 1/2 %	\$62 buyers
North China Insurance Company, Limited .....	10,000	£15	£5	Tls. 500,000	Tls. 271,589	Final of £1 making £2 for 1902 .....		Tls. 62 1/2 sales
Yangtze Insurance Association, Limited .....	8,000	\$100	\$60	Tls. 31,850	\$186,284	\$12 for 1901 .....	9 1/2 %	\$130
Canton Insurance Office, Limited .....	10,000	\$250	\$50	\$700,000	\$110,551	\$15 for 1901 .....	7 %	\$212
<b>FIRE INSURANCES.</b>								
Hongkong Fire Insurance Company, Limited .....	8,000	\$250	\$50	\$1,308,856	\$371,110	\$22 1/2 for 1902 .....	7 1/2 %	\$310 sellers
China Fire Insurance Company, Limited .....	20,000	\$100	\$10	\$1,000,000	\$329,047	\$6 dividend & \$1 bonus for 1902 .....	8 1/2 %	\$86 1/2 aa. and b.
<b>SHIPPING, TUG AND CARGO BOATS.</b>								
Hongkong, Canton & Macao Steamboat Co., Ltd. ....	80,000	\$15	\$15	\$250,000	\$41,538	\$1 1/2 for second half-year 1903 .....	10 %	\$29 1/2 sellers
Indo-China Steam Navigation Company, Limited .....	60,000	£10	£10	\$633,000	£5 380	10/- for 1901 .....	5 %	\$116 buyers
China and Manila Steamship Company, Limited .....	30,000	\$50	\$50	\$149,409	Dr. \$63,123	\$5 for 1900 .....		\$26 sellers
Douglas Steamship Company, Limited .....	20,000	\$50	\$50	\$149,409	Nil.	\$3 for year ended 30.6.1903 .....	8 1/2 %	\$36 sellers
"Star" Ferry Company, Limited .....	10,000	\$10	\$10	\$71,815	\$1,287	{ \$1.80 & b. 40 cts } for year ending 30.4.04	7 1/2 %	\$32 1/2 buyers
Straits Steamship Company, Limited .....	5,000	\$100	\$100	\$50,000	\$33,648	\$5 for 2nd 1/2-year making \$13 for 1903 .....	9 1/2 %	\$135 buyers
"Shell" Transport and Trading Company, Limited .....	100,000	£1	£1	\$21,775	£19,555	Interim of 1/- (Coupon No. 4) for 1903 .....	3 1/2 %	22/6- sellers
Taku Tug and Lighter Company, Limited .....	30,000	T.Tls. 50	T.Tls. 50	\$18,000	Tls. 865	Final of Tls. 1 making Tls. 2 for 1903 .....	5 1/2 %	Tls. 35
Shanghai Tug and Lighter Company, Limited .....	200,000	Tls. 50	Tls. 50	\$20,000	Tls. 55,541	Final of { Tls. 2 1/2 making Tls. 4 1/2 }	9 1/2 %	Tls. 48 sales
Do. (Preference) .....	100,000	Tls. 50	Tls. 50	none		{ Tls. 1 1/2 making Tls. 3 1/2 }	7 1/2 %	Tls. 47 sales
<b>REFINERIES.</b>								
China Sugar Refining Company, Limited .....	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$12 for 1901 .....		\$168 sellers
Luzon Sugar Refining Company, Limited .....	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897 .....		\$9 sellers
Perak Sugar Cultivation Company, Limited .....	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03 .....	4 1/2 %	Tls. 60 sales
<b>MINING.</b>								
Société Française des Charbonnages du Tonkin .....	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903 .....		\$400
Raub Australian Gold Mining Company, Limited .....	150,000	£1	£1	Fcs. 1,329,632	Dr. £7,236	No. 12 of 1/- .....		\$7 sellers
Chinese Engineering and Mining Company, Ltd. ....	100,000	£1	£1	£4,873	£6,671	No. 2 of 1/- .....		Tls. 6.80 sales
<b>DOCKS, WHARVES &amp; GODOWNS.</b>								
Hongkong and Whampoa Dock Company, Ltd. ....	50,000	\$50	\$50	\$8,754	\$425,340	{ \$6 dividend and \$1 bonus for second }	6 1/2 %	\$213 sellers
S. C. Farham, Boyd & Co., Limited .....	55,700	Tls. 100	Tls. 100	Tls. 850,000	Tls. 43,124	half year 1903 .....	6 1/2 %	Tls. 156 buyers
Tanjong Pagur Dock Company, Limited .....	37,000	\$100	\$100	Tls. 1,950,000	\$43,732	Int. of Tls. 5 for half year ending 31.10.03 .....	4 1/2 %	\$260
Riley Hargreaves & Co., Limited .....	6,000	\$100	\$100	\$150,000	\$47,936	\$6 for 2nd half year 1903 .....	6 1/2 %	\$195 buyers
Do. (Preference) .....	2,750	\$100	\$100	\$150,000	\$29,216	{ \$10 div. and \$2 1/2 bonus } for 1903 .....	6 1/2 %	\$110
Howarth Erskine, Limited .....	12,000	\$100	\$100	\$4,000	\$28,015	{ \$7 dividend }	6 1/2 %	\$107 1/2 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd. ....	30,000	—	\$50	\$50,89		{ \$10 div. & \$2 1/2 bonus for 1902/3 }	4 1/2 %	\$108 1/2 sellers
Shanghai and Hongkew Wharf Company .....	20,000	Tls. 100	Tls. 100	\$250,000	Tls. 22,895	Final of \$4 1/2 making \$5 for 1903 .....	7 1/2 %	Tls. 155 buyers
Yangtze Wharf and Go down Company, Limited .....	2,500	Tls. 100	Tls. 100	Tls. 50,913	Tls. 1,760	Final of Tls. 6 making Tls. 11 for 1903 .....	9 1/2 %	Tls. 190 sellers
New Amoy Dock Company, Limited .....	6,000	\$64	\$64	Tls. 6,000	\$489	Tls. 18 for 1903 .....	4 1/2 %	Tls. 190 sellers
<b>LANDS, HOTELS &amp; BUILDING.</b>								
Hongkong Land Investment and Agency Co., Ltd. ....	50,000	\$100	\$100	\$100,000	\$51,966	Final of \$6 making \$12 for 1903 .....	7 1/2 %	\$158 sellers
Shanghai Land Investment Company, Limited .....	52,000	Tls. 50	Tls. 50	Tls. 800,000	Tls. 37,634	{ Final of Tls. 3 & bonus of Tls. 2 making }	7 1/2 %	Tls. 110 buyers
Tientsin Land Investment Company, Limited .....	7,726	Tls. 100	Tls. 100	Tls. 150,000	Tls. 335	{ in all Tls. 8 for 1903 }		</